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	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.30	6.30	Shatankok..dep.	6.30	10.15	1.05	5.00
Shatankok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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LABOUR MINISTER'S TRIBUTE TO DUKE OF CONNAUGHT.

Mr. J. H. Thomas (Secretary for the Colonies) in proposing, "United Empire," at the Empire Day dinner of the Royal Colonial Institute congratulated their Chairman the Duke of Connaught upon the magnificent way in which he had proved that the only thing that mattered in this country was not rank or wealth, but service given disinterestedly to the best interests of the Empire. No greater mistake could be made than to associate greatness with either name or wealth, and his Royal Highness had expressed in the light of public service what they all appreciated, for regardless of rank of position, his motto had been not what could be get, but how could he serve? It was that public service on the part of all the members of the Royal Family that enabled the humblest citizen to pay tribute, and say, "We are proud of the Constitution that produces gentlemen not only in name but in action, and whose record of service is an example to the country."

The British Empire contained one quarter of the globe and one-fifth of mankind —400,000,000 of human beings, of whom less than 100,000,000 were white people. The remainder were so appreciative of the broad principles of equity and justice under the Empire that they were content to allow the minority to rule and govern their destiny. That clearly demonstrated that we ruled not by force of numbers but by example.

He was the first Labour Minister to occupy the responsible position of Secretary of State for the Colonies. He made no apology for the fact. However, ill-informed people might have been a few months ago, and however misguided the fellow countrymen might have been as to all the ills that might result from Labour's advent to power, the Government's position to-day not only demonstrated the unity of the Empire, but showed that this was the one country in the world in which every section of the people could undertake the responsibilities of Government. Let them get rid of this miserable class warfare and talk. Men and women in the humblest circumstances were endowered with brain power. In the hour of trial and difficulty all classes rose to the defence of the Empire; let them all unite in saying that all classes and creed would unite in making the Empire worthy of the sacrifices of the war.

A WAR EPISODE.

PROTECTING THE KING.

Some grim pictures of England during the war are told by Mr. Cosmo Hamilton in a recent book. One is of a mysterious expedition in which he took part in January, 1915. He, with certain picked men, was ordered to entrain at Euston for a place near the East Coast. They had sealed orders, which were not to be opened until a certain moment after their arrival there. At the small smart country station they were joined by a detachment of the Grenadier Guards and of artillery. They read the orders at the appointed time, and found that they were to mount guns and searchlights round the King's cottage at Sandringham.

"It appeared that the King and Queen, after many months of ceaseless and unsparing work and deep anxiety, had felt the need of a short holiday, and had slipped away. . . .

"It was very certain that, although England knew nothing of the fact that the King had retired to this place to shoot his birds and obtain a brief respite from his arduous duties, Germany did. In fact, bombs had already been dropped on nearby fields, and Kitchener had another worry to add to his daily pile.

"It got about among us that he had said we were 'to sit on the King's head in case of a buzz.' This was probably a very free and colloquial adaptation of his orders to try to persuade the King to keep well under cover in the event of a raid, which we all knew was easier said than done.

"As a fine shot, a born sailor, and a man who eagerly and gladly would have given ten years of his life to be in the thick of the fighting, the King, we knew jolly well, inevitably would be with us if there were to be a bluzz, acting in all probability as a gun-layer and having an excellent time."

Then follows an account of a charming informal dinner-party at the Cottage; of how after dinner the Queen went into the drawing-room to knit socks for soldiers, while the King told interesting anecdotes; of the days that followed when the Queen and Princess Mary sat on the gun platforms and had long talks with the men; and of how the Queen "sat down in the mud with laughter" when one of the officers, while playing golf, swung himself off his feet into an artificial lake

THE "HARD KNOCKS" GRADUATE.

LORD LEVERHULME AND EDUCATION.

At the annual conference in Newcastle of the Association of Teachers in Technical Institutions on June 10th, Lord Leverhulme said interest in the North of England in technical education was greater than in the South. In Scotland interest was unconfined, and not damped by the apathy of Governments in the way of suitable grants.

We thought too much if educating a boy and making him something for which he was unsuited, proceeded Lord Leverhulme. We should rather consider technical education in accordance with a boy's future requirements. He was not one of those who had a prejudice against the University man trained in business, but many who were highly educated took the wrong view. He had known a man with University education look down upon an ordinary works foreman who had none, and he had known a works foreman who could teach the University man his job blindfold after technical education. It was in the hard school of life that men got the best learning. The Oxford graduate was not a patch on the "hard knocks" graduate.

CLAIM TO SIXTY MILLIONS.

FAMILY DESCENDED FROM THE CONQUEROR.

Arising out of a Clapham old-age pensioner's claim to enormous estates in South London, there will shortly be heard in the Law Courts an action which is bound to create widespread interest. The claimant is Mr. William Adrian Allery, and the grounds for his action were explained by a cousin, Mr. J. Whiteway Allery, who has done excellent mission work in South Wales. The estate, he began, embraces the whole of Brixton, Stockwell, and Streatham, parts of Walworth, Lambeth, Balham, Thornton Heath, Purely, and Riddlesdown, and is stated to be worth £60,000,000. The annual revenue is about £1,000,000. When asked how cousin laid claim to the estates, Mr. Allery replied, "William Adrian Allery is the legitimate descendant of the first John Angell, from whom the property descended. The daughter of John Angell had three children by her husband, a Mr. Benedict. The second of the children, a daughter, married a Mr. Claxton in a church on the island of St. John, Newfoundland. When the island was captured by the French this church was burned down. Mr. and Mrs. Claxton, a fortnight later, sailed for England in the *Royal George*. The ship went down when only four days out, and all aboard were lost. Elizabeth Allery, the third child, married Samuel Allery at Townsall, Dartmouth. The certificate of this marriage came to be known as the "missing link," inasmuch as my cousin has spent much of his lifetime in searching for it. He felt that, together with the other information and documents he had gathered, this certificate would place his claim beyond dispute. Then, while searching recently in the records of St. Saviour's Church, Dartmouth, he came across a number of loose leaves that had been torn out of the Townsall Church register, which is in the neighbourhood. These leaves proved to have written on them the marriage lines that had been lost for 200 years. The clergyman verified the documents and gave the searchers a certificate of marriage. This certificate made my cousin's evidence complete." Mr. Allery has a peculiar enlargement of the second joint of the right-hand little finger. Inquiry elicited the fact that this peculiarity is evident in all the male members of the Allery line, and has come down from the crooked finger on the sword-hand of William the Conqueror, from whom they are descended. When asked what his feelings were in the prospect of such fabulous wealth coming into his family, he answered: "I hardly know what to think about it all, but it certainly seems a pity that my cousin should have had to see his 80th year before being able to lay claim to what was rightfully his birthright. I say claim, because he is very confident of bringing the affair to a successful issue." Mr. Allery went on to say that while on a recent visit to his London cousin he was taken in a car and told that during the whole of a five miles' drive he was passing over land and between properties rightfully belonging to the Allery family.



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THE PORT OF YOKOHAMA.

WILL REMAIN A FOREMOST TRADE PORT OF JAPAN.

The Nippon Yusen Kaisha issued a statement at New York last month as to the possibilities of the construction of a harbour at Tokyo in view of the fear among shippers that goods consigned to Yokohama will suffer from insufficient accommodation. The statement acknowledges that the greater part of Yokohama's wharves, quays, breakwaters and other harbour facilities were destroyed and are not expected to be re-established very soon, but it contends that the solid work for the reconstruction and reparation of the port is progressing successfully and shows great promise for the near future, and expresses the belief that the only road by which Yokohama can attain to reconstruction lies in the revival of the trade which existed prior to the earthquake. It is pointed out that the Government spent Y.2,500,000 in harbour construction immediately after the earthquake and is going to spend Y.7,000,000 in addition for the season 1923-24 to reconstruct the harbour on a more ambitious scale than before the earthquake. The vessels calling at the port at present reach a number that has not been seen since the war, but the *Japan Chronicle* remarks that the N.Y.K. fails to note that this is mainly due to the large amount of reconstruction material imported and cannot be considered a normal development of trade. As regards accommodation for cargo, the statement gives figures to show that as against 123,242 tsubo before the earthquake there are now 180,191 tsubo, although over half of this is referrable to open depots, which were less than half of the total accommodation before the earthquake. As for lighters, great progress has been made in restoring those burned and missing. Before the earthquake they numbered 2,858 with a total tonnage of 227,040. Now they number 2,134 with a tonnage of 174,720. As regards the chances of the construction of a harbour at Tokyo to compete with that at Yokohama, the statement points out that the scheme, which is one of long standing, has not made any material progress up to the present, probably owing to financial difficulties. It may possibly be realised some day, since it is felt to be a necessity, but the plans do not provide for making it a port of call for ocean-going liners but only for coasting vessels of about 5,000 tons. The consensus of public opinion is that the building up of a big port in Tokyo is not only unnecessary but an unbearable financial burden on the nation. The conclusion therefore is that Yokohama will remain as one of the foremost trade ports of Japan, a position which will be strengthened by the construction of the promised canal between Yokohama and Tokyo, a project which the N.Y.K. thinks will be accomplished sooner or later.

CHARTERED'S FIRST DIVIDEND.

AFTER 35 YEARS.

The British South Africa Co., usually known as the Chartered Co., has declared a dividend of 6d. per share—the first since it was incorporated in 1889.

A distribution is rendered possible by the company's surrender of its administrative responsibilities.

Memories of the high hopes held out in the City in the early days of the company, when Cecil Rhodes used to preside over enthusiastic annual gatherings of shareholders, make the announcement of so small a dividend after the labours of a generation appear almost ludicrous, says one of the London City editors.

During the South African "boom" of 1895 the £1 shares reached £8⅞. If we assume that an unfortunate purchaser at that price has forgone, says, 5 per cent. per annum half-yearly on his money since then, each of his shares has cost him £35 15s. up to date, less the recent 5s. a share return of capital, or £35 10s. net.

On this sum he now receives 6d. a share for a period of eighteen months—an insignificant percentage. The shares are now quoted at 10s. 7½d.

PUBLIC SCHOOLS & TRADE.

PARENTS' DIFFICULTY IN FINDING JOBS FOR THEIR SONS.

Widespread interest has been created by the letter in *The Daily Mail* from Mr. P. A. Best, managing-director of Messrs. James Shoolbred & Co., Ltd., appealing to parents with sons at public schools to consider the possibilities of a business career for them in this country before deciding to send them to the Dominions.

Letters have poured in to Mr. Best from parents and youths expressing a preference for a career in this country.

Reading the letters gives the impression that many parents are at their wits' end to know where their sons can find employment. Hitherto managers of big West End businesses have complained that parents were unwilling to let their sons go into "trade." Judging by these letters, they are now eager for these openings.

"Insurance is overcrowded," they complain. "No vacancies" is the reiterated reply to applications to the big engineering and electrical firms.

"England cannot afford to lose her public schoolboys, and the sooner she realises that fact the better it will be for all concerned," says one parent.

One or two young men write rather bitterly after their failure to secure appointments and declare that there is no alternative but to leaving England to try their fortunes overseas.

THOUSANDS OF NEW STAMPS.

3 A.M. QUEUE AT AN EXHIBITION.

Many fathers are having cause to regret the many changes in postage stamps which have recently occurred in various parts of the world, says a London paper.

Stamp-collecting sons are trying hard to keep their collections up to date, and as there have been thousands of new issues since the war, appeals for financial assistance to buy a "corking set of unused" have been frequent.

Mr. W. S. Lincoln, the stamp expert, of Holles Street, Oxford Street, W., said last month that the number of the new issues in the last twelve months runs into thousands.

"All the water-marks of the Colonial stamps are being changed," he added, "and from a stamp collector's point of view these are a new issue of stamps.

"Recently, too, there have been the Lenin mourning stamps in Russia, the French Olympic Games stamps, the Byron centenary stamps in Greece, and the beautiful stamps issued in the United States to celebrate the expedition of Walloon Huguenots.

"There have also been the British Empire Exhibition stamps and the Pasteur stamps in France. Monaco has also recently issued a set of stamps bearing a representation of the outside of the aquarium presented to the State by the Prince on Monaco.

"At the philatelic exhibition held recently in Brussels a special set of four 5-franc stamps not of the usual colour and with an unusually large margin were on sale. So anxious were people to buy these stamps that at one time there was a queue of 2,000 to 3,000 people waiting to go in the exhibition. People started waiting at 3 a.m."

EMPIRE COTTON RESOURCES.

Lord Kylsant, presiding at fourteenth annual meeting of Elder, Dempster & Co., Ltd., on June 12th, referring to the possibility of cotton-growing in West Africa, said that from an examination of the figures of cotton produced in America—which had for long been the world's chief source of supply—it was manifest that the time was not far distant when the proportion of 61 per cent. of the crop now utilised by the American mills would have still further increased, and to such an extent as might render it impossible for the Lancashire mills to obtain a sufficient supply of raw cotton. In face of such a serious eventuality the British people were fortunate in possessing large and suitable areas for cotton-growing within their own Empire.

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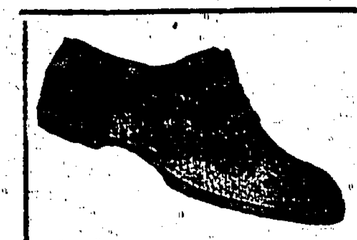
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BOY DRAUGHTS CHAMPION.

PROMINENT PLAYERS BEATEN.

Samuel Cohen, an 18-years-old skirt-pleater, living at Whitechapel, won the draughts championship of England last month after beating both the champion of Wales, Mr. P. Thomas, and the champion of London, Mr. F. Teschelcit, for many years considered one of the finest players in the world.

His play surprised the experts. Although he has only played the game seriously for three years, he beat Mr. Teschelcit, who has 40 years' experience, after finding a way out in a "play" which hitherto has been considered to mean certain defeat.

This "play" deprived Bankes, a former world's champion, of his title, and no one has ever seen a solution to it till this almost unknown youth found a way out—drawing the game instead of losing it, as was considered certain.

After his victory Cohen said he first gained an interest in draughts through watching a play at his father's restaurant in Whitechapel.

"At 14 I started playing in a boys' club, and for 2 years won the Stepney Borough and London Federation of Working Boys' Clubs' individual draughts championship. I then joined other clubs.

"I want to meet Mr. O'Connell, the Scottish champion, and, if I beat him, I hope to play against Mr. R. Stewart, the world's champion.

"Sometimes I cannot practice for a week owing to late work."

GAY SIDE OF GOLF.

A HOLE IN ONE.

Under the familiar pseudonym, "Dum-Dum," a new little volume of verse by Major John Kendall, has been published under the title of "The Seventh Hole."

The title-piece describes an astounding stroke, in fact, many strokes, of luck which every golfer will appreciate. Here "Dum-Dum" is at his gay best—

Because, to put the matter in a word,
My heart, my heart is like a singing bird:
Because this blessed morning I have done
The seventh hole in one.

The saga proceeds:

It did not look like that at first at all;
I sliced the beastly ball,
Which swerved from off the club
Towards about the worst spot in a round half-mile,
Furze, heather, some abominable grass and general scrub,
Immeasurably vile.
But, even as distraction filled my breast,
The degent gods were kind.
The wind, the jolly old convenient wind,
Flew up and showed a sudden interest;
Triumphantly o'ercame that fatal cut.

BREATH-CATCHING.

A breath-catching round if ever there was one! But it was all right in the end, after more fearful vicissitudes:

For so it was. Once in an age or so
The gods bring off their wonders. That is all
I know on earth, and all I want to know.
The ball was in the tin, and I had done
The seventh hole in one.
Then to my foe, who stood with drooping head
"That for a half," I said.

LOCAL SPORT.

V.R.C. SWIMMING FETE.

ENTRIES FOR SATURDAY.

Following are the entries for the Swimming Fete organised by the Victoria Recreation Club which takes place at the Club's bath on Saturday next, commencing at 9 p.m.:

Members' Four Lengths Handicap.—S. A. Marcal, V. Ramsay, B. Rasmussen, G. Razavet, J. Montalto, B. Assumpcao, E. W. Railton, A. A. R. Botelho, E. A. Noronha, D. Laing, J. Lyon.

Boys' Three Lengths Handicap.—L. Allen, R. G. Witchell, A. Bliss, F. George, J. Cassumbhoy, J. Pearn.

Girls' Three Lengths Handicap.—P. Hynes, D. Hunt, M. George, P. Hunt, E. Allen.

Diving for Objects (Three Tries).—17 entries.

Ladies' Three Lengths Handicap.—B. Bliss, D. George, M. Groundwater, M. Blunsdon, B. George, E. Bliss, R. Chue.

Diving from First Platform.—15 entries.

Team Race.—A Team—D. Lyon (Capt.), D. Laing, W. Urquhart, V. Ramsay, E. Jordan. B Team—G. Razavet (Capt.), B. Assumpcao, J. Kent, E. Railton, S. Haroon. C Team—B. Rasmussen (Capt.), E. A. Noronha, A. A. Botelho, V. Hast, J. Montalto.

Water Polo.—The teams for the Water Polo match will be picked from the following gentlemen: Messrs. E. W. Carpenter, C. J. Cook, E. Humphreys, R. C. Witchell, H. Dreyer, A. A. Alves, A. E. Akes, A. Mackirdy, P. W. Ramsay, Capt. Wall, D. Meltay, A. V. Barros, D. Logan, T. Sellers, E. B. Reed, and any names that are sent in before the match.

LOCATING SETTLERS IN GROUPS IN CANADA.

An arrangement has been concluded between the Canadian National Railways and the Overseas Settlement Committee of the Colonial Office in accordance with the British Empire Settlement Act for the location of British settlers in groups upon lands adjacent to the Canadian National Railways. The groups are restricted to a maximum of twenty families each. The settlers are being selected in London and one of the governing conditions of the arrangement is that each settler must have at least £200 capital. The land is being sold in blocks, each of 160 acres, and having a total value of £480 or more, exclusive of buildings, upon the company's usual extended terms.

AFFAIRS IN KWANGTUNG.

BROADCASTING AT SHAMEEN.

[FROM OUR CHINESE CORRESPONDENT.]

Shameen residents will soon be able to take advantage of the broadcasting programme being offered by the radio people in Macao. The Portuguese Consulate-General at Shameen has asked the Canton Government for permission to allow radio sets to pass the Canton Customs, from Hongkong. Such a permission will be issued by Dr. Sun Yat Sen's Secretary for War.

MODERN ROAD PROJECTS.

The survey for a modern public highway between the district seat of Government, Toyshan, the native town of a majority of Chinese in Hongkong, and Sup Chong City was completed on July 15th, and steps will be taken to commence work immediately. Sun Chong is an important centre in Toyshan and a public highway to it will finally connect Kongmoon with Sun Chong through the Sunning Railroad.

Not only Toyshan but also Bo On, a district through which the Canton-Kowloon Railroad passes, has taken steps to build modern highways. The Bon On district will have a highway all around its jurisdiction, starting from Namtao, thence to Ping Woo, passing Sum Chun, and finally back to the commencing point, making at least two connections with the railroad.

LONG DISTANCE TELEPHONES.

The Canton Telephone Exchange will extend its service to Whampoa and Fatshan. Wires to connect Whampoa are being installed.

Outside the Canton City Telephone Exchange, the 72 villages south of Honam opposite Canton are also putting up wires for their own service. At the beginning the facility will be taken advantage of by the different guard houses of the joint village volunteer corps.

MILITARY NEWS.

Deferring to the wish of the mercenaries from other provinces coming to serve under Dr. Sun Yat Sen in Kwangtung, the part of the Canton-Kowloon Railroad from Sheklung eastward to Canton will be guarded by the allied forces of non-Cantonese instead of purely Cantonese under General Li Fook Lam, according to latest arrangement. The mercenaries have not been loyal to Dr. Sun for some time, and since early June two divisions of Hunanese, one under Sun Hsueh Chin and other under Wang Teh Ching, have gone over to the Chen Chiung Ming faction in the East River districts. It is possible for the Cantonese to prevent the return of all mercenaries from the eastern front, should they desire, by denying them the privilege of the railway. The mercenaries are not unaware of this possibility, but it is improbable that the Cantonese will do this for the present at least.

Bandits under political influence are now active in Northern Kwangtung beyond Shiukwan, and they are causing anxiety on the part of the military authorities in Namyung and nearby districts. The mercenaries under Dr. Sun Yat Sen are concentrating around Shiukwan. In anticipation of military operations there, the merchants of Shiukwan have advised their exporters in Canton to suspend shipments for the time being. Cantonese troops will be despatched to Yingtak and other cities north along the Canton-Hankow Railroad, Kwangtung Section, in order to reinforce the Yunnanese mercenaries beyond. General Chen Chiung Ming's men are still trying to invade the West River districts from the South.

RUSSIAN GENERAL DROWNED AT SHEKLUNG.

DR. SUN ORDERS A PUBLIC FUNERAL.

The following *communique* has been issued by the Generalissimo's Headquarters at Canton:—

General Pavel Andreevitch Pavlov, the Russian Army Group Commander who, since the partial demobilisation of the Red Army, entered the services of Dr. Sun Yat Sen, met his death in a drowning accident whilst visiting Sheklung on July 18th. A public funeral has been ordered.

INTIMATIONS

ROYAL INDIAN MARINE.

FOR SALE: R.I.M.S. "NEARCHUS."

SEALED TENDERS will be received in India by the Director of the ROYAL INDIAN MARINE, Bombay; in England by the SECRETARY OF STATE FOR INDIA, London; and in the Far East by the Commodore, H.M. DOCKYARD, Hongkong, up to the 31ST JULY, 1924, for the Purchase of the Royal Indian Marine Ship "NEARCHUS" (late Lighthouse Tender to Persian Gulf Lights), with all Stores and Fittings that are on board at that Date, lying at her Moorings in Bombay Harbour.

"PARTICULARS OF ABOVE VESSEL.

About 491 tons Gross, and 221 tons Registered. Built under supervision of Naval Architect, and Engineer to Secretary of State for India, by Messrs. WM. BEARDMORE & Co., Scotland, in 1914. Engines: Single Screw, comprise one H.P. Turbine, One L.P. and One Astern Turbine; Trial I.H.P. 753, Trial Speed 12 knots; One Yarrow Water Tube Boiler, designed Water Pressure Test 190 pounds; and One Automatic Gear Thorny-croft boiler. Oil Fuel Capacity about 114 tons; Water Ballast about 15 tons; Fresh Water about 74 tons; 10 Officer's Cabins; Capacity of Hold about 6,285 cubic feet; Dimensions about 198 feet by 29 feet by 14 feet Six inches. The Vessel was in an Excellent State of Repair and Running Order when put out of Commission in July, 1923.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender, which will be returned to Unsuccessful Tenderers. If the 10% is not with the Tender, it will not be considered.

The Purchaser, or his Representative, must Remove the Vessel from the Government Moorings at his own expense and risk within Two Calender Months from Date of Acceptance of Tender. Pending such Removal, Vessel will remain at Moorings at risk of Purchaser.

The Balance of the Purchase Money must be paid by the successful Tenderer within One Calender Month from Date of Acceptance of his Tender, and before Vessel is Removed from Moorings. If the Balance is Not Paid, and the Vessel is Not Removed by Purchaser or his Representative within the Time specified, the Deposit of 10%, accompanying Tender will be liable to forfeiture for the benefit of the Crown, and Vessel will be Re-sold.

The Director of the ROYAL INDIAN MARINE does not bind himself to accept the Highest or any Tender.

Applications to view the Vessel may be made to the Commander of the Yard, ROYAL INDIAN MARINE DOCKYARD, Bombay, and further particulars may be obtained from the Director of the ROYAL INDIAN MARINE.

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Optional Cargo will be forwarded unless Notice to the contrary be given before 23rd instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
Hongkong, 22nd July, 1924. [1061

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Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 P.M. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—
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Hongkong, 22nd July, 1924. [1056

NORDDEUTSCHER LLOYD BREMEN.

S.S. "SAARBRUECKEN."

THE above Vessel grounded near Sabang on her Voyage from European Ports to SINGAPORE, HONGKONG, SHANGHAI, KOBE and YOKOHAMA, as the result of which Losses and Expenditure of a General Average nature were incurred.

Consignees are requested to note that before Bills of Lading can be countersigned it will be necessary for them to Sign the Usual Average Bond AT THE OFFICE OF THE LOCAL AGENTS, Messrs. MELCHERS & CO., and furnish the Undersigned with the Usual Valuations, etc., and also a Deposit of 12% in *Cash*. Any Guarantees from Bank Houses or Insurance Companies will not be accepted.

The Hongkong Cargo having been discharged at Singapore, is now expected to arrive at Hongkong per the N.D.L. Steamer "SCHLESIEN" due here on the 27TH INSTANT.

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Agents,
NORDDEUTSCHER LLOYD BREMEN,
3, Queen's Building, Chater Road.
Hongkong, 21st July, 1924. [1057

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TROILUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd July.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd July, 1924. [1060

S.S. "YANG-TSZ."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, LONDON, MANCHESTER, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 29th instant, or they will not be recognized.

All damaged packages will be examined on Friday, the 25th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 19th July, 1924. [1049

S.S. "ANGKOR."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo ex s.s. "CEPHEE" and "AMAZONE" from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 26th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 20th instant, or they will not be recognized.

All damaged packages will be examined on Saturday, the 26th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 20th July, 1924. [1050

SHAMEEN SITUATION.

STRIKE CONTINUES.

"LUKONGS NOT LONDON POLICEMEN."

The Strike Committee has definitely rejected a settlement which does not include reinstatement of the Chinese police who joined in the strike.

The *Canton Gazette* states that great indignation has been aroused by the Shameen authorities springing this "counter-proposal" upon the strike delegation at the last conference on Monday afternoon.

The strikers, it says, are not only incensed at what they consider is a breach of good-faith on the part of the Shameen authorities but the argument advanced by the Shameen representatives at Monday's conference is regarded as specious and designed to wreak vengeance on the strikers by punishing a section of them.

Our contemporary learns that at a meeting on Tuesday afternoon at the Foreign Office Consuls Gilles and de la Prade discussed the question of the lukongs with Dr. Wu, and the latter, it is understood, suggested a way out of the impasse. Dr. Wu recommended that the lukongs be reinstated on the fresh and clear understanding in writing or otherwise, that the lukongs hereafter were not to participate in any strikes, since their employment by the Municipal Councils was regarded as being in a different category from that of the employees of commercial firms on the Shameen.

Whether this reasonable suggestion will be accepted by the Shameen authorities as a way out of the one difficulty that blocks the strike settlement remains to be seen, says our contemporary.

In a leading article on the strike the *Canton Gazette* says: "His Majesty the King's regulations and other abstruse oaths and formalities are all very well for London's spick and span policemen. But the lukongs who are employees of the Shameen Municipal Councils know little or nothing of the high-brow complexities that form part of the mental gymnastics and gyrations of the British policeman. The Shameen lukongs are, in fact, but little more than watchmen. Regarding themselves as no better or worse than the others Shameen employees the lukongs joined the strike. And since the negotiations have been conducted on the basis of an all-embracing reinstatement of the strikers, the strike leaders can see no justification for the discrimination against the lukongs. The demand for their exclusion from the strike settlement is regarded as unwarranted and vindictive."

OFFICIAL ENCOURAGEMENT.

[FROM OUR CHINESE CORRESPONDENT.]

According to the committee in charge of the strike against Shameen, it has plenty of funds to assist those now out of work. Mrs. Ma Chiu Chun, formerly Miss Shen Wai Lin, is chairman of a sub-committee in charge of raising funds to support the strikers. Some 450 strikers only require any monetary assistance. Mrs. Ma is wife of Mr. Ma Chiu Chun, director-general of Kwangtung Arsenal and formerly a labour leader. Mr. Ma is chief representative of a group of Chinese mediating between the Shameen Municipal officials and the strikers.

Canton officials are lending encouragement to the strike by giving the strikers a free hand and the Civil Governor, replying to a recent request of the French Consulate-General in Shameen, has intimated that the Chinese Government is powerless to interfere with a matter outside its jurisdiction, but, upon being asked to do so, will be willing to despatch police to the concession to preserve peace and order, although Shameen is outside Canton police control. The committee in charge of the strike is acting as if it were a government organ, going as far as arresting persons for entering or departing from Shameen. The committee chained up a coolie on July 21st for having given service to a Shameen firm by carrying provisions to the concession.

Reports are current that the committee is not meeting the expectation of the strikers who, it is stated, are still opposed to offering photographs for passes and some, to getting passes at all. The committee is willing to allow the photograph provision to stand as desired by the Shameen authorities.

"DAMAGED GOODS."

TENANTS CLAIM AGAINST LANDLORD.

RAIN SPOILS CLOTHING.

In the Summary Court yesterday morning, before Mr. Justice Dyer Ball, two cases were heard in which damages were claimed by tenants against a landlord named Hing Kit Hing, of No. 67, Jervois Street, for erecting scaffolding and taking off the roof of No. 36, Wing Lok Street. The plaintiffs in the first case were the Chung Tai Bank, occupying the ground floor. The plaintiff in the second case was Ng Ho Yan, who carried on a knitting business on the first floor. Each plaintiff claimed $1,000 damages.

Mr. E. C. S. Brooks appeared for the plaintiffs and Mr. A. E. Hall for the defendants.

Mr. Brooks said the plaintiffs were served with a notice to quit, which expired on April 26th but the notice was invalid. On May 18th the landlord caused scaffolding to be erected. On May 21st the glass was removed from four or five windows and tiles taken from the roof. On May 23rd an injunction was granted prohibiting the defendant from proceeding with the erection of the scaffolding. On the same day a writ was issued.

The plaintiff, in the first case (that of the Bank) stated in the witness-box that he estimated the damage to his property at $500. A quantity of clothing, he said, blankets, etc., had been damaged.

Mr. A. E. Hall suggested to the Court that the damage had been over estimated. He asked that the damaged goods could be produced for inspection. "He can say all his goods were damaged, but we do not know if that is so," said Mr. Hall.

Mr. Brooks said they could not prove very much actual damage, but he thought the conduct of the landlord could be described as outrageous. A sober institution like a bank could not afford to have water coming through the ceiling. The landlord, Mr. Brooks admitted, put the roof back.

His Lordship said he would proceed with a similar case brought by the first floor tenant against the same landlord, before giving his decision in the first case.

Mr. Brooks said the plaintiff in the second case was the tenant of the first floor of the same premises. He carried on a knitting business and lived there with his family. The facts as to the erection of scaffolding, etc., were the same as in the last case. The windows were taken out and the roof taken off. An injunction was granted on May 22nd. During the time the windows were out he employed two watchmen to look after the property. He suffered considerable damage to his various properties. As an instance of this, he said, two bales of cotton yarn were damaged, resulting in a loss of $400.

After hearing the evidence in the second case his Lordship adjourned the proceedings pending the production in Court of the damaged goods. These were in due course presented for inspection.

In the case of the Bank his Lordship allowed $100 damages and awarded $120 damage in the case of the tenant with the knitting business and ordered the defendant to pay $20 as wages for the watchmen employed by the first floor tenant.

CORRESPONDENCE.

"THE TYPHOID SCARE!"

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Muddy water—even though it is of "excellent quality!"—is very unpalatable, but it won't give people typhoid. On the other hand part of the Pokfulum catchment area, below the new motor road, has for many months been liable to surface contamination owing to the large number of work people engaged upon this work.

It would be reassuring if the Director of Public Works was able to state that precautions had been taken in this respect, by providing properly constructed latrine accommodation for these people; with drainage connected to the sewers—and not to a dump. Perhaps we may hear this at the next meeting of the Sanitary Board.—I am, yours faithfully,

PLUNKETT'S GAP.

THE LATE HON. MR. A. R. LOWE'S ESTATE.

NO OFFERS FOR KELLETT LODGE.

The property known as Kellett Lodge, No. 180, The Peak, included in the estate of the late Hon. Mr. A. R. Lowe, was put up for sale yesterday afternoon by public auction at Messrs. Lammert Bros. auction rooms. There was a very small attendance.

Mr. Lammert opened the auction by asking for advances on $50,000, but no bids were forthcoming, and the property was withdrawn.

DEEP WATER BAY MOTOR FATALITY.

CHAUFFEUR CHARGED WITH MANSLAUGHTER.

STORY OF A "JOY-RIDE."

Wong Man, late chauffeur to Mr. M. A. Razack, share broker, was charged before Mr. R. E. Lindsell at the Central Magistracy, yesterday, with the manslaughter of Sze Tung Leung, by negligently driving a motor-car (No. 1056) on the Aberdeen—Repulse Bay Road on June 29th.

Mr. G. K. Hall Brutton defended.

Plans of the neighbourhood of the fatality were put in by Mr. John Angwin, of the P.W.D., and Sergt. Bishop put in four photographs of the spot, taken on the morning of July 1st.

Mr. Moosa Abdul Razack, of 32, Leighton Hill Road, said that on June 29th he was the owner of car No. 1056. His regular chauffeur was not driving for him at that time, being on sick leave, and a substitute (the defendant) had temporarily taken his place. Witness had no cause to complain of the defendant's ability as a driver, but on one or two occasions had to caution him for fast driving. On the evening of June 29th, defendant drove the witness to the Kung Wo Hotel at about 7 p.m. Witness told him to wait near his club in Hill Road. At midnight, witness discovered that neither the defendant nor the car was at the place appointed.

Witness caused enquiries to be made, and later received certain information. Defendant had no permission from him to take anybody anywhere in the car that night. Witness had previously warned the defendant that he must not take anyone out without his permission.

Sergeant Alexander asked if the defendant had ever driven Mr. Razack on the Aberdeen-Repulse Bay Road. The witness replied in the negative.

Mr. Hall Brutton: Your usual time for leaving the club was any time between midnight and 1.30 a.m.?—Yes.

DEAD MAN'S INJURIES.

Dr. Minett, Government Bacteriologist and Officer in charge of the Victoria Mortuary, said that on June 30th he made a *post-mortem* examination of the dead body of a Chinese male who was identified as Sze Tung Leung. Deceased had a deep triangular cut over the outer angle of the eye on the left side, two inches by one-and-a-half inches, down to the bone, and a fracture of the bone beneath. There was a fracture across the base of the skull. The cause of death was shock following the injuries to the brain.

Wong Tong, Mr. Razack's regular chauffeur, said he had known the defendant some three or four months. When witness was sick, and obtained leave, he sent defendant as substitute. Witness knew nothing of the accident until Mr. Razack sent for him afterwards.

Mr. Hall Brutton: When you say you had sick-leave, you were driving for Mr. Razack during the day?—Yes.

When did you first get this leave?—About twenty days before the accident.

And you chose this man because you knew him to be a careful driver?—Yes.

You know Mr. Razack's habits pretty well?—Yes.

He used to leave the club between midnight and 2 a.m.?—Yes.

And his instructions to the chauffeur were to wait for him until he should come, whenever that might be?—Yes.

THE CRASH DESCRIBED.

Lee Kwong, a licensed motor-car driver, stated that at about 10 p.m. on June 29th he was waiting for his master at West Point. He saw the defendant who asked if he would like a ride. Witness agreed, and went in front with the defendant, who was driving. There were four men and one woman in the back of the car. Three men and the woman sat on the rear seat, and one man on one of the collapsible seats in the centre. Witness did not know any of his companions except the defendant. He had occasion to remonstrate with the defendant, who was driving very fast. He spoke to him about it four or five times.

Just before they reached the bottom of the hill at Deep Water Bay, witness bent down to pick up a packet of cigarettes. He then heard his name called in a very frightened voice by the defendant, and looking up, saw that the car was falling. It crashed through the railings to the left of the bridge, and fell into the stream below, in which it turned turtle. Witness was imprisoned beneath it, but was not much hurt. He was released by the defendant. Coolies extricated the others, some of whom raised cries. Later, he was taken by motor ambulance to the Government Civil Hospital.

The hearing was adjourned until next Tuesday.

TRAFFIC INSPECTOR CHARGED WITH ASSAULT.

INCIDENT ON A FERRY WHARF.

A Chinese traffic inspector on the Yaumati Ferry appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday, charged with assaulting another Chinese, employed as a boy at the Government Civil Hospital, on July 6th.

Mr. D'Almada Remedios defended.

The complainant, giving evidence, stated that he was waiting to board the ferry launch at Hongkong at about 5.20 p.m., when defendant, who was behind him, struck him on the left side of the head with a walking stick which he carried. This was quickly followed by a second blow on the left shoulder, and a third on the mouth, both with the stick.

After the first blow, said the witness, defendant spoke for the first time, saying that he (witness) should not try to board the launch before all the passengers had disembarked. After the third blow, witness blew a whistle and struck him back. A European police inspector, in plain clothes sent both the contestants up to the Central Station. There the witness took out a summons against the defendant.

Mr. Remedios: Do you know that there is a regulation that passengers are not allowed to embark before all the incoming passengers have disembarked?—No.

When was the first time you noticed the defendant at all?—On the wharf when he struck me.

I suppose if witnesses said that the defendant was standing on the steps barring the way to the 3rd class on the launch, and shouting to the people not to go down until the passengers had disembarked, they would be telling a lie?—He was not doing that.

Then can you explain why he should strike you?—He struck me without provocation.

I put it to you that the true story is that the defendant was barring your way with outstretched hand, that you struck his hand down, and descended two steps?—I deny that.

I put it to you further that when you went down the two steps, the defendant took you by the arm and told you to wait?—He did not take my arm. He struck me.

I put it to you that you kicked the defendant, and a free fight ensued?—No. I did not strike him until he struck me three blows.

When you and the defendant fought each other, you both fell to the ground, did you not?—No. Neither of us fell.

Defendant, in the witness-box, said that he had been employed by the present Yaumati Ferry Company since the first moon this year. Before that he had been with the old company for three years.

On the 6th inst., he was standing on the top of the steps leading to the lower deck of the ferry launch, with outstretched arms, telling people to keep back until all the passengers were off the boat. Complainant knocked witness' arm down and forced his way past. When he had gone down two steps, witness seized the sleeve of his jacket, telling him to wait. Complainant said that anyone who had paid his fare could go aboard at any time. Witness stopped him from going any further, and the complainant came back and kicked the witness. Witness blew his whistle and struck complainant back with his fist. They both struggled and fell. At the Central Police Station the witness was offered a form and asked if he would like to summons the complainant, but he replied that it was a small matter and that he would not take out a summons.

In answer to the Magistrate, the defendant said that he thought the complainant got a cut on his head when they fell down.

Another witness corroborated the defendant's story of the wharf incident.

His Worship said that the evidence showed that the complainant was the aggressor, and the summons would be dismissed.

BUS RIVALRY AT KOWLOON.

MAGISTRATE'S SHARP REMARK FROM THE BENCH.

"The trouble is that if you people see a bus belonging to another company in front of you, you try to pass it straight off, and I won't have it," remarked Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, when fining a motor-bus driver $5 for dangerous driving in Coronation Road.

The new Japanese tariff penalises cricket accessories with a hundred per cent. import duty, but leaves baseball accessories where they were. Why this outrageous discrimination? What is the British Foreign Office doing?—*Japan Chronicle.*

"FEVER"

THE MEDICAL PROFESSION DECLARE

FLIES

ARE THE GREATEST DISEASE DISTRIBUTERS KNOWN.

VAPOGEN DESTROYS FLIES AND EVERY INSECT.

KEEP FLIES AWAY FROM YOUR HOUSE AND YOU WILL KEEP DISEASE AWAY.

IT IS SUDDEN DEATH TO INSECTS, BUT HARMLESS TO ANYTHING ELSE.

VAPOGEN OUTFITS - - 2.50 COMPLETE
1 PIN TIN - - - 1.75
1 QUART " - - - 2.75

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QUELQUES FLEURS PERFUME
AND
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We have Just Received a Fresh Supply of the above—
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82, QUEEN'S ROAD CENTRAL.

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" 2.—FIGURES, EASY LANGUAGE.
3263 { PART 3.—MORE DIFFICULT, PLAIN LAUGAUGE, HIGHER SPEED FIGURES.
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CROCKERY DEPARTMENT.

New Open Sets in China and Semi-Porcelain
IN
Dinner, Tea, and Breakfast Ware.

The Great Advantage is, that any Odd Piece required to keep your Sets complete can be supplied immediately from Stock.

NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £10,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M. on the 24TH JULY, 1924.

The Tenders to state the total amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed, "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby Notified that, having regard to the provisions of the Acts 22 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

R. A. DOBBIN, Lt.-Col., R.A.P.C.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 24th July, 1924. [1066

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENSHIEL"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 29th July, 1924, at 5 p.m., will be subject to Rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 26th July, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 22nd July, 1924. [1065

NOTICE OF REMOVAL.

WE HAVE REMOVED our Hongkong Store to our KOWLOON BRANCH, No. 84, NATHAN ROAD.

Customers are kindly Requested to communicate for their Requirements at our New Address where Accounts will also be Received and Paid.

CASSUM AHMED & CO.

Hongkong, 7th July, 1924. [1044

TYPHOID FEVER.

OWING to the above mentioned Disease being unusually prevalent in the Colony at present the Public is advised TO BOIL All Drinking Water and Milk before use.

W. PEARSE,
M.O.H.

21st July, 1924. [1064

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six Months ending 30th June, 1924, will be Payable on THURSDAY, AUGUST 14TH, on which Date Dividend Warrants may be obtained on Application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 1ST, to WEDNESDAY, the 13TH AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hongkong, 22nd July, 1924. [1033

HONGKONG & SHANGHAI BANKING CORPORATION.

SETTLEMENT OF YOKOHAMA PRE-EARTHQUAKE ACCOUNTS OUTSTANDING AT 1ST SEPTEMBER, 1923.

ALL Parties having Claims against this Corporation in connection with Pre-Earthquake Accounts should forward Full Particulars and Proofs to the HONGKONG AND SHANGHAI BANKING CORPORATION, KOBE, to be received there Not Later Than 30TH SEPTEMBER, 1924, after which Date no further Claims will be admitted.

By Order of the Court of Directors,
A. H. BARLOW,
Acting Chief Manager.

1062]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

Comprehensive and Complete Record of the NEWS OF THE FAR EAST Is given in the **HONGKONG WEEKLY PRESS** with which is incorporated "THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—$12 per annum. Including Postage to any part of the world—$14.

INTIMATIONS

HONGKONG TRAMWAYS, LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents Per Share has been Declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20TH AUGUST, when Dividend Warrants may be obtained upon Application at the Offices of the Company.

The SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 6TH AUGUST, to TUESDAY, 19TH AUGUST, 1924, both days inclusive.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 21st July, 1924. [1054

THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby Notified that the Lists for Next Seasons Subscription Griffins will CLOSE on the 31ST JULY. [997

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate NS 0269 dated Hongkong 25th April, 1917, for 10 Shares numbered 66666/66673, 53284 and 56124, and Certificate NS 4066 dated Hongkong, 25th April, 1917, for 10 Shares of this Bank numbered 53136/53145 inclusive Both registered in the Name of MRS. ELIZABETH HANNAH HADLEY MITCHELL and Certificate NS 3463 dated Hongkong, 25th April, 1917, for 5 Shares numbered 27651/27655 inclusive and Certificate NS 3564 dated Hongkong, 25th April, 1917, for 16 Shares numbered 42569/42570, 33589/33590, 14487/14492, 30431/30435, 20416 and Certificate NS 4065 dated Hongkong, 25th April, 1917, for 15 Shares of this Bank numbered 53176, 50827/50838, 53134/53135 all Three registered in the Name of MR. WILLIAM FOOT MITCHELL have been DESTROYED by FIRE, and should these Certificates not be produced to the Bank before the 25TH JULY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates Nos. NS 0269, NS 4066, NS 3463, NS 3564 and NS 4065, will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. H. BARLOW,
941] Acting Chief Manager.

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE OF CALL.

ISSUE OF 49,000 SHARES OF THE NOMINAL VALUE OF $10 EACH.

($5 PAID UP.)

NOTICE IS HEREBY GIVEN that the 2ND CALL of $2.50 Per Share on Each of the 49,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The HONGKONG and SHANGHAI BANKING CORPORATION in Hongkong on or before the 15TH DAY OF AUGUST, 1924.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.

By Order of the Board of Directors,
A. H. ROWE.
Managing-Director.

Dated this 19th day of July, 1924. [1045

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from HONGKONG to FOOCHOW (Pagoda Anchorage) and Return, Calling at SWATOW and AMOY on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of $80, for the Round Voyage; including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave HONGKONG from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to FOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to

DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.

Hongkong, 17th June, 1924. [908

SHANGHAI MUNICIPAL COUNCIL.

SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TAELS 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby Invites Applications for Debentures in the SILVER LOAN OF 1924.

RATE OF INTEREST—6 per cent. per annum, Payable on June 30th and December 31st in Each Year.

PRICE OF ISSUE—Shai. Tls. 97½ per cent.

REDEMPTION on DECEMBER 31ST, 1954, at par, under the operation of a Sinking Fund. The Debentures may, however, be Redeemed by the Council in whole or in part on DECEMBER 31ST, 1934, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the *Municipal Gazette* and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Numbers of Debentures to be Redeemed will be decided by Drawing.

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500 and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the LOCAL OFFICE of the HONGKONG AND SHANGHAI BANKING CORPORATION or from the TREASURER and COMPTROLLER, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed. [1053

INTIMATIONS

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE on WEDNESDAY, 6TH AUGUST, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 6th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 9th July, 1924. [1010

NOTICE.

A. S. WATSON & CO., LIMITED.

ONE CERTIFICATE for 75 Shares Nos. 56105/56129 (25 shares) & Nos. 56180/56299 (50 shares) in this Company standing in the Name of CHOW PENG, deceased, has been LOST, and if at the expiration of One Month from the date hereof, the above document be not forthcoming, other Certificate for the said shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LIMITED.

Hongkong, 24th June, 1924. [935

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 157 now converted into Five Gold Shares in this Society standing in the Name of DIKRAN MOURADIAN has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be Issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, July 12th, 1924. [1019

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO., Has Been Declared LOST, and if at the expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 3rd July, 1924. [978

HONGKONG TRAMWAY CO., LTD. IN LIQUIDATION.

(INCORPORATED IN THE UNITED KINGDOM.)

LOST SHARE CERTIFICATES.

THE Administratrix of the Estate of GEORGE HOWARD MAY Deceased has requested the Liquidator of this Company to effect the Issue of Scrip for the Shares in the HONGKONG TRAMWAYS, LIMITED, to which, under the Terms of the Liquidation, the Deceased is entitled by virtue of the holding of 200 Shares in this Company, without production of Certificates Nos. FP 229, FP 230 and 671 representing the said 200 Shares Nos. 177976 to 178075, and 69549 to 69648, upon the statement that the said Certificates Nos. FP 229, FP 230 and 617 Have Been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 Days from the Date hereof No Claim or Representation in respect thereof be made at This Office the said Certificates will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.

Hongkong, 28th June, 1924. [954

HONGKONG TRAMWAY CO., LTD. IN LIQUIDATION.

(INCORPORATED IN THE UNITED KINGDOM).

LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by MR. DAVID SAUL LEVY of 12, TIEN DONG ROAD, SHANGHAI to effect the Issue of Scrip for the Shares in the HONGKONG TRAMWAYS, LIMITED, to which, as the Registered Proprietor of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate, No. 903 Has Been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof no Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,
Attorney for the Liquidator.

Hongkong, 9th July, 1924. [1005

DOUGLAS FAIRBANKS IN ROBIN HOOD

TO-DAY, at
2.15, 4.50, 7 & 9.20
(Please note the change of times)
at USUAL PRICES.

THE CORONET.

INTIMATIONS

E WHISKY

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

BOTTLED in SCOTLAND.

SOLE AGENTS:

A. S. WATSON & CO. LTD.,

Wine and Spirit Merchants

ESTABLISHED 83 YEARS.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 24TH, 1924.

THE SUCCESS OF WEMBLEY.

SIR JOSEPH COOK, High Commissioner for Australia, summed up the great show at Wembley very aptly and accurately in a sentence recently when he was conducting a party of journalists over the fully completed Australian Pavilion. "Whether the British Empire Exhibition is financially successful or not," he said, "it has already been a triumphant success." His opinion was based on the fact that the Exhibition has been the means of educating hundreds of thousands of stay-at-home folk in Great Britain in regard to the possibilities and the realities of the British Empire. A visit to the Exhibition is a unique course of education. Visitors get the atmosphere of the great lands across the seas so realistically that they are able to feel that they know Canada or Australia or South Africa after they have made a tour of the respective pavilions. The same thing applies to other sections, like that which introduces visitors to Hongkong, with its typical Chinese street and its Chinese restaurant. Lord RIDDELL has made the interesting suggestion that the High Commissioners of the Dominions might profitably go on tour in the big provincial centres instead of confining their activities to London. There is certainly something in the idea, although it sounds rather revolutionary.

The interesting question is being discussed whether the British Empire authorities will be able to realise their ambition to attract a total of 30,000,000 visitors to Wembley before the doors are closed later on. Everyone is agreed that the Exhibition has more than justified the hopes of its promoters; but to ensure financial success something like a total of thirty millions of visitors is necessary. This means, in round figures, a crowd of a quarter of a million daily, with an occasional influx of double that size. At Whitsun over 300,000 people paid for admission on Bank Holiday at the turnstiles, and they taxed the official resources to the limit. The trouble is that it is humanly-speaking impossible to feed such a multitude unless vast numbers are prepared to stand for hours in a queue to obtain a meal. This is not possible, especially in the case of visitors who come up to London for the day from distant parts of the country. In order to surmount that difficulty it is now proposed to encourage as many visitors as possible to bring food with them and make picnic meals in the grounds. It seems an excellent way of solving the catering difficulty, for we gather that family luncheon parties under the shade of the numerous trees in Wembley park have been not uncommon already, and doubtless would become very popular if the public had the assurance that the practice is officially approved and encouraged. The weather during the early months of the Exhibition rather militated against an attendance of a quarter of a million visitors a day, but, no doubt the improvement in the weather as the holiday season advances will greatly improve the prospect of reaching the great total at which the promoters aim, though it seems rather too much to expect that it will be realised. For the first 46 days of the Exhibition the average attendance had been roughly 77,000 a day. At this rate the aggregate total on October 31st, when it closes, would be about 13,350,000, but it will doubtless far exceed this figure. It is interesting to recall that the total attendance at the famous London Exhibition of 1851 was 6,039,000; at the Franco-British Exhibition in London in 1908 the aggregate attendance was 8,400,000. The Chicago Exhibition of 1893 attracted an aggregate attendance of 21,477,000; but the record is held by the Paris Exhibition of 1900, which registered an aggregate attendance of 39,000,000. Paris is obviously better situated than London as an Exhibition centre. Easy and cheap railway communications on the Continent made possible a much larger attendance at the Paris Exhibition than can perhaps be expected at Wembley.

POLICE "STRIKERS."

GREAT indignation is expressed in Chinese labour circles at Canton at the refusal of the Shameen authorities to re-instate the police who refused duty in the Concessions and left with the general body of Chinese strikers on the 15th inst. "When the general strike was called last week," says our Canton contemporary, "the Shameen lukongs were regarded as being exactly on the same footing as the other employees of the Shameen." Only by Chinese could they have been so regarded. In no other country would such conduct on the part of the police be condoned. We recollect that a few years ago upwards of a thousand members of the police force in England—the majority of them in Liverpool—deserted their posts of duty in sympathy with a strike directed by a labour organisation. All these men suffered the penalty of dismissal and though several efforts have been made to get them reinstated, not even a Labour Government has felt justified in taking action which would be subversive of all discipline in a force to which the community looks for protection in time of civil commotion. Not only did these men lose their employment by their disloyalty, but they forfeited all claims to pension. Nearer to Hongkong, there has recently been a closely allied case at Manila where 200 scouts refused to perform their duties in Fort McKinley. Not only are they not being reinstated, but they are to be tried by court-martial. If no dependence can be placed on the loyalty of the Chinese police in the Treaty Ports of China, of what use are they?

Chain Din, an Indian, late chauffeur to Mr. John Arnold, was formally charged at the Central Magistracy yesterday afternoon, with the murder of his wife on May 27th. The Magistrate (Mr. R. E. Lindsell) remanded the accused until August 1st.

The Manila Observatory yesterday reported a typhoon in about 126 Long. E. and 18 Lat. N., almost stationary.

Capt. E. R. S. Dods, M.C., has qualified at the examination for admission to the Staff College, and has been allotted a vacancy.

Local Command Orders notify that as the analysis of drinking water shows some degrees of contamination, all water for drinking purposes must be boiled before use.

In a quarrel between two Chinese boys one was struck in the back with a teapot and so seriously injured that he had to be removed to the Government Civil Hospital for treatment. The injured boy's assailant is to be brought before the Magistrate for correction.

Both houses of the Japanese Diet have passed the Bill revising the nationality law and abolishing dual nationality. The Bill provides that Japanese born in countries where birth places the nationality, lose their Japanese nationality, unless formal action is taken to preserve it.

On Monday 3 cases of typhoid fever and 2 of paratyphoid were notified to the Medical Officer of Health and a similar number on Tuesday. Four of the typhoid cases were British, 1 Japanese and 1 Chinese. Two of the paratyphoid cases were Scotch, 1 American and 1 Chinese.

The man and woman who, as reported in the *Daily Press*, were charged on Tuesday with assaulting the police in Shantung Street, again appeared on remand at the Kowloon Magistracy before Mr. E. W. Hamilton yesterday afternoon. The man was ordered to pay a fine of $1, while the woman was discharged with a caution.

A Chinese contractor was fined $5 at the Central Magistracy, yesterday for failing to take precautions to prevent the breeding of mosquitoes. It was stated that the defendant was served with a notice in respect of various pools of water on a piece of land occupied by him. The defendant had not complied with the notice to abate the nuisance.

We regret to see in *The Times* the announcement of the death of Captain Laird Charles Bristow, R.A., which occurred on June 7th at Milbank Military Hospital. The late Captain Bristow, after the war, was stationed in Hongkong and went home a couple of years ago for a training course at Woolwich. The deepest sympathy will be felt by many friends in Hongkong with his wife who is left with five small girls under the age of seven years. Captain Bristow was 34 years of age.

The Sind Hindu Merchants' Association of Hongkong held a meeting of the general body on the 22nd instant, on the premises of Messrs. K. N. Dhanamal & Co. with Mr. G. P. Daswani in the chair. Many subjects were discussed, one being the pending resignation of the late president Mr. M. Lokumal (of Messrs. W. Assumal & Co.). The resignation was accepted and Mr. G. P. Daswani (of Messrs. J. T. Chanrai & Co.) was elected President, Mr. H. Pritam (of Messrs. H. Pritam Bros.) was elected Honorary Secretary, and Mr. H. Jeramdas (of Messrs. O. B. Kissoomal & Co.) as Honorary Treasurer.

A large part of the world just now seems to be suffering from too much rain. Cables tell us that rain is interfering with cricket in England; in Asia from Korea to Hongkong and Manila, there has been enough and to spare during the past few weeks. But there is one place in the world where they are praying that the deluge may continue. This is the Philippine Islands which have been suffering badly from a plague of locusts this summer. Latest reports showed 203 towns in 29 provinces to be suffering from "locust infestation." Rain spells salvation. "If the present rain continues successively for a week in the provinces," says an official controlling operations against the locust plague, "locusts may be eradicated."

Pte. Cecil Booth of the East Surrey Regiment, put an end to his life during the early hours of Tuesday morning by shooting himself through the head with his service rifle. The unfortunate youth, who was only 20 years of age, was on guard duty at the Old Magazine, Hongkong. He was apparently in good spirits when he went on duty at 1 a.m. A quarter of an hour later a shot was heard and another soldier, rushing to the scene, found his companion lying on the ground dead. It is thought that Booth placed the muzzle of his rifle against his chin and then pulled the trigger. Recent family bereavements are said to have played on Booth's mind. The deceased was buried with full military honours at the Happy Valley Cemetery the same afternoon.

Two funerals took place at the Protestant Cemetery, Happy Valley, yesterday. In the early part of the afternoon the remains of the late Mr. T. Jensen, who died at his residence, No. 3, Nathan Road, on the previous day, were interred. The Rev. V. H. Copley Moyle officiating. A large number of friends were present at the grave side, including many members of the staff of the Green Island Cement Co., Ltd., where the deceased was employed for many years. The second funeral was that of Mr. Eric Thompson, a marine officer, who was killed on Tuesday in a fall from the verandah of the Sailors' Home. The Rev. C. Clouston Porri was the officiating minister and amongst those at the grave side was Mr. E. Laurenson, representing the China Coast Officers' Guild.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LONDON CONFERENCE.

DELEGATES HARD AT WORK.

LONDON, July 23rd.

In anticipation of a crisis at the inter-Allied Conference an unusually large crowd of sightseers were at Downing Street to-day. The principal Allied delegates were closeted with Messrs. MacDonald and Thomas in the Cabinet room this morning. The sub-committee mentioned last night did not complete its labours as expected, and the holding of a plenary conference depends upon the result of the labours.

M. HERRIOT'S FREE HAND.

PARIS, July 23rd.

According to the *Le Journal*, M. Herriot will cross to Paris after the Allies have reached one agreement and before the Germans go to London in order to introduce himself to Parliament before undertaking negotiations with the German representatives.

The Left organ, *Quotidien*, remarks that if so many guarantees are necessary for investors concerning the repayment of small sums, it is inexplicable why so few are granted to France for huge sums.

The newspapers emphasize that M. Herriot has a free hand in view of France's declared freedom of action.—*Havas.*

LATER.

Uneasiness in possible Conference developments is expressed in all newspapers to-day. It is feared that M. Herriot, while determined not to yield France's right to isolated action in the event of a German default, may accept a compromise which will simply gild a bitter pill.

Le Petit Parisien suggests that M. Herriot would not hesitate to sacrifice the £40,000,000 loan rather than permit an encroachment on the Treaty and the sovereignty of France.

EARLIER CABLES.

SECURITY FOR THE BIG LOAN.

LONDON, July 22nd.

Whatever happens at the full meeting of the Inter-Allied Conference to-morrow, it is almost certain that the reports of the three committees appointed last week will be considered.

The financial experts had two long meetings with the bankers' representative to-day regarding the Allies' views about the security for the £40,000,000 loan. It is expected that the bankers' views will be submitted at to-morrow's Conference sub-committee of the Second Committee, which expects to finish examination of the question of restoration of German economic unity to-night, in readiness for the Conference's consideration to-morrow.

U.S. TO HELP REHABILITATE EUROPE.

WASHINGTON, July 22nd.

White House regards the declaration by Mr. Hughes at the Pilgrims' dinner, that American assistance in the economic rehabilitate of Europe might be counted upon, as being a general statement of American international policy under the Coolidge Administration, and that President Coolidge and Mr. Hughes discussed the speech beforehand.

LATEST CABLES.

IRISH BOUNDARY DISPUTE.

NORTHERNERS REFUSE TO PARTICIPATE.

LONDON, July 23rd.

The judicial committee of the Privy Council heard arguments of counsel to determine whether the Crown can instruct the Governor-General of North Ireland to appoint a member to the Irish Boundary Commission in view of the refusal of the Government of North Ireland to do so. The committee announced that it reserved its decision and would communicate its advice privately to the King.

LATEST CABLES.

THE RUBBER INDUSTRY.

A STEADY SUPPLY ESSENTIAL.

LONDON, July 23rd.

Sir Eric Geddes in a speech at a dinner representative of all branches of the rubber industry, given in connection with the Empire Exhibition, dwelt on the great increase in the use of rubber and pointed out that the United States' consumption was over 6 lbs. per head against the United Kingdom's 1 lb. per head. America was the greatest customer of the plantation owner; therefore the grower must serve the customer faithfully and well, and must co-operate with him in promoting the development of the industry. Different views were held regarding rubber restriction in different parts of the world, but the maintenance of a steady supply was essential to the industry as a whole.

EARLIER CABLES.

THE WORLD'S SPORT.

HOME CRICKET.

RAIN STOPS PLAY.

LONDON, July 22nd.

At Lord's the weather was unsettled for the resumption of the match between South Africa and Middlesex. The attendance numbered only five hundred. The wicket was soft and easy. The South Africans scored 139 for 2 (Ward 44, and Susskind 48, not out).

A heavy storm came on just after lunch, and the match had to be abandoned.

COUNTY GAMES.

Rain interfered everywhere with the county fixtures.

The match between Derby and Northants at Chesterfield was drawn. Derby scored 290, and Northants 20 for 3.

Somerset at Weston-super-Mare beat Sussex by an innings and 162. Sussex compiled 58, White taking 5 for 15, and then 101. White taking 4 for 29. Somerset scored 321 for 7, declared. Macbryan knocking up 118.

Leicester led over Warwick at Birmingham on the first innings. Leicester scored 187 and 81, Howell taking 5 for 53 and Warwick scored 136 and 67 for 2.

Essex led over Hants at Leyton on the first innings. Essex scored 309 (Freeman 117), and then 6 for 2. Hampshire compiled 226.

Surrey at Blackheath led over Kent on the first innings. Surrey 202 (Sandham 110) Collins taking for 28, and then 217 for 8 and declared. Kent compiled 149, Fenley taking 5 for 35, and then 13 for one.

Notts at Nottingham drew with Yorkshire. Notts scored 216, and Yorkshire 208 for 9 (Holmes 112).

Lancashire led over Worcester at Liverpool on the first innings. Worcester scored 165, and Lancashire 276 for 8 (Watson 112).

Gloucestershire at Gloucester beat Glamorgan by 202. Gloucester scored 224 and Glamorgan 54 and 98. Goddard taking 6 for 23 and Dennett 5 for 28.

Ireland *v.* Scotland, played at Edinburgh, was drawn. Ireland scored 134, and 128 for 7. Scotland scored 178.

LAWN TENNIS ASSOCIATION.

PROPOSED CHANGES IN DAVIS CUP CONDITIONS.

LONDON, July 22nd.

At a meeting of the Council of the Lawn Tennis Association, held in London, at which Japan was represented, the following alterations in the Davis Cup conditions were recommended:—That the courts be either grass turf or natural or artificial gritty material: that the choice of ground, court surface and make of ball be determined by priority in the draw: that a player representing a nation under residential qualification shall be eligible to represent the nation of birth after a two years' interval.

Under the present regulations, ties must be played on grass courts unless otherwise agreed to.

LATEST CABLES.

OLYMPIC GAMES.

BRITISH CONTESTANTS' VIEWS.

LONDON, July 23rd.

Opinions of British athletes, voiced in British newspapers, strongly oppose the movement that Britain should withdraw from future Olympiads because of the demonstrations of Latin temperament in the minor events. They point out that the remarkable feature of the Paris Olympiad has been the friendliness of the English-speaking competitors, including the Americans. It is regarded as curious that the controversy should be revived when Britain carried off the championships in which Britishers take the most pride.

A FRENCH REPLY.

PARIS, July 23rd.

Baron Decoubertin, President of the International Olympic Committee, denies that the games at Paris destroyed the spirit of international sportsmanship and deprecates discouragement because of a few cases of lack of discipline. He accuses the French Press of failing to educate the public to the true significance of the Games, and declares that the attitude of the Press is responsible for the lamentations.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BRITISH WORLD FLIGHT.

TOKYO, July 23rd.

A message from Tokotan Bay states that Squadron Leader MacLaren hopped off at 7.40 this morning for Murakami Bay.

[Murakami Bay, the next stopping place, is on the Japan Sea coast of Honshu, north of Niigata.]

JOURNALISM IN THE FAR EAST.

ENORMOUS DEVELOPMENT IN CHINA PREDICTED.

LONDON, July 22nd.

Sir Roderick Jones, who was entertained to luncheon by the Institute of Journalists on the occasion of the conclusion of his world tour, dealt informally with the newspaper and journalistic position in the Far East and India. He paid a tribute to the good tone and remarkable technical efficiency of the Japanese Press and the English newspapers in the Far East and India. He emphasised that there was a growing desire among the best Chinese journalists and the vernacular Press in India to attain the highest English standard of journalism, and he predicted an enormous development in journalism in China during the next 20 years.

MUNITIONS FOR CANTON.

IMMUNE FROM CONFISCATION AT COLOMBO.

BRAZEN MANIFEST DECLARATION.

COLOMBO, July 22nd.

The Norwegian vessel *Hue* has left here with her cargo of two machine-guns, a large number of rifles and 60 tons of ammunition, all German, and consigned to Canton.

The authorities were unable to confiscate the material, as the manifest declares the consignment.

The Captain of the *Hue* was fined Rs. 200 for entering the port with ammunition improperly stored.

[BY COURTESY OF THE "DAILY BULLETIN."]

SINO CHILEAN TREATY RIGHTS.

PEKING, July 22nd.

A Chinese news agency reports that at a Cabinet meeting held this morning it was resolved to instruct Mr. Alfred Sze to protest to the Government of Chile, through the Chilean Ambassador at Washington, against the attitude adopted by the Chilean Consul at Shanghai in claiming extra-territorial rights, which the Sino-Chilean Treaty does not concede.

The Chilean Consul at Shanghai has declared that he will continue to claim consular jurisdiction for Chilean nationals in China until he is duly instructed by his Home Government to the contrary.

The Sino-Chilean Treaty was signed in 1915.]

EARLIER CABLES.

TWO SOLDIERS SHOT.

SUDDEN ATTACK IN ZOO AT PESHAWAR.

ALLAHABAD, July 22nd.

Two Artillerymen visiting the Peshawar Zoo on Sunday were suddenly fired at from behind by an unknown person with an automatic pistol. Both soldiers were seriously wounded. The miscreant escaped.

OBITUARY.

MR. ALBERT BRUCE-JOY.

LONDON, July 22nd.

The death of Mr. Bruce Joy, the well-known sculptor, is announced.

[Mr. Albert Bruce-Joy, F.R.G.S., was an Irishman. He studied under Foley, and at King's College, London, and in Rome. His work includes many public statues and a number of memorial busts in various Cathedrals and churches in Britain.]

EARLIER CABLES.

[*REUTER'S AMERICAN SERVICE.*]

REVOLT IN BRAZIL.

HUGE CIVILIAN CASUALTIES AT SAN PAULO.

WASHINGTON, July 22nd.

Three thousand civilians are reported to have been killed and injured in the fighting at San Paulo between the Federal troops and the revolutionaries.

There were no American casualties.

The heaviest fighting so far was on the night of July 20th, but the situation has not materially changed.

The rebels are estimated to number at least 10,000.

RAMMED SHIP'S PASSENGERS

ALL PICKED UP.

BOSTON, July 22nd.

All the passengers of the steamer *Boston*, which was rammed by the tank steamer *Swift Arrow* off Point Judith Rhode Island, in a fog, have been picked up.

BEFORE THE MAIL.

AIR CASUALTIES IN IRAQ.

LONDON, July 3rd.

Questioned in the House of Commons by Mr. G. Lansbury (Lab., Bow and Bromley) with regard to the casualties in the bombing operations in Iraq, Mr. W. Leach, Under Secretary for Air, said that air action, however regrettable, had in many cases checked at an early stage disturbances which otherwise would have caused great loss of life. He mentioned that the tribes had recently killed 146 men and 127 women and children during a single raid into Iraq and all male prisoners, including boys, were put to death.

This kind of raid had been almost entirely stopped by Air Force action.

Bombs had been dropped five times in the past five months. At least two days' warning was given in all cases, except one, to enable the inhabitants to withdraw. The objectives selected were the encampments or grazing ground of the offending tribes. An exceptional case was where the tribes had attacked native police and one officer and three men were killed.

LORD DERBY ON IMPERIALISM.

LONDON, July 3rd.

Lord Derby, presiding at a banquet of the Congress of Empire Chambers of Commerce, at which there was a distinguished political and commercial gathering, including many overseas delegates, regretted that the Imperial Conference resolutions had not been ratified.

He said that at the present moment Great Britain had decided to favour Free Trade, but, whether any new duty was imposed for the purposes of revenue, it was our duty to give preference to our kith and kin, and, whether taxes existed now or in the future, it should be remembered that the Empire could be self-contained, and everything should be done to facilitate such a desirable end.

Mr. J. H. Thomas, declaring that Imperial affairs should know no party, pointed out that the majority of those who attended the last Imperial Conference were already out of office, but talk of losing the Empire was humbug. Foolish folk who did not possess confidence in themselves asserted after the elections that South Africa's secession was inevitable, and yet the first message received from the Union was that the change of Government would not make any difference with regard to the great fundamental questions of the unity of the Empire.

CONTRACTOR WHO WANTED KNIGHTHOOD.

LONDON, July 2nd.

The High Court claim by Colonel G. W. Parkinson, member of a firm of Blackpool contractors, for the return of £3,000 from the College of Ambulance and from Ernest Harrison, Managing Secretary, which, it is alleged, he paid the latter on account of an ultimate expenditure of £10,000 on the representation that the latter could exercise influence to obtain him a Knighthood, ended in the Jury giving a verdict for the plaintiff for the sum named, but Mr. Justice Lush, who earlier in the case was disposed to consider the agreement between the parties illegal and tainted, said that he would hear legal arguments at the end of July.

THE EVICTIONS BILL.

LONDON, July 4th.

While returning Mr. E. D. Simon's Evictions Bill to the House of Commons, the House of Lords decided to waive the amendment regarding aliens, but persisted in another amendment giving landlords' children the right to obtain possession of a house, as well as the landlord himself.

It is not likely that a compromise will be reached, and hence the Bill will probably be lost.

ASPIRATIONS OF ASIA.

LONDON, July 4th.

Presiding at the Central Asian Society dinner, Lord Curzon said that Eastern countries had tried to adopt Western representative institutions and they had been, and would continue to be, a deplorable failure. For the time being, at any rate, the progress in these countries would still be downwards. Happily, one great Asian dominion was still capable of setting an example which may help to arrest the decline in Asia. In the Indian Empire, British rule, although shaken, was still supreme. These aspirations which were arising would be difficult to satisfy without some sacrifice of the British position, and this was the time to brace ourselves before it was too late. No young Englishman could perform a greater service than to devote himself to re-establishing that influence in Asia which had built up British strength and reputation in the world.

Sir George Lloyd urged that the recent reforms would only be successful if the authority of the Central Government was unimpaired, and if the maximum rates of progress and constitutional development laid down were adhered to rigidly and the Indianisation of the administrative services made more slowly than, and always subsequent in each stage to, any added transfer of political power.

B.E.E. COTTON SECTION.

LONDON, July 2nd.

Two offers to purchase the entire cotton section of the British Empire Exhibition have been received—one from Greece and the other from Australia.

Although negotiations have not been completed, it is understood that it is possible that the Australian Government will purchase the section and transport it to Australia, where, doubtless, it will be used in connection with the Government effort to increase the production of cotton in Queensland.

JAPAN'S 100 PER CENT. ON LUXURIES.

WHAT IS "LUXURY" IN JAPAN?

The framers of the Luxury Tariff, says the *Japan Chronicle*, on July 11th, doubtless thought that they had attained consistency when they ordained that a uniform 100 per cent. duty should be applied to all the articles which they selected as luxuries. However, they neither defined luxuries nor showed any general principle of selection. Had they omitted from their tariff those things which could not (for the present) be taxed any higher because they were included in the conventional tariffs arranged with Great Britain, France, and Italy, that would have been comprehensible enough, but some of these items have been included. For instance, soaps and perfumed waters have been included, though these can be imported from all the countries that have commercial treaties with Japan, under the terms of the conventional tariff with France. However, it will get eau de Cologne and a certain amount of soap that comes from Germany. In spite of all efforts, Germany has not been able to conclude a commercial treaty with Japan, not because Japan has any hostile feelings towards Germany, but because her privileges in Germany are so well covered by the Versailles treaty that she has nothing to gain by making a treaty with her, and consequently seizes this opportunity to tax eau de Cologne. There is not the least need to pity poor Germany, only the lesson may be taken to heart that goodwill and a sense of common fairness count for nothing. Unless a country is in a position to retaliate if it is not treated fairly, it will not be treated fairly, and that is as far as the new spirit and the League of Nations idea have taken us.

We find some peculiarities in the tariff as applied to textiles which it is difficult to understand—though that is no great matter, since it is impossible to understand the tariff as a whole. For instance, cotton velvet, which was imported in 1922 to the extent of over Y.3,500,000, remains untouched by the luxury tariff; it is included under the British conventional tariff; it is true, but that is only good until March 10th next. Woollen cloths, protected by the French and British tariffs, are also apparently untouched. But mixed fabrics of wool, cotton, and silk, or wool and silk, or fabrics of pure silk, are all put on the hundred per cent. list. Apparently, too, a velvet containing some other mixture than cotton, wool, and silk, would be exempt from the hundred per cent., as there is a special number for such fabrics in the general tariff, and it is not mentioned in the list. It is obvious from all this that the tariff-makers' ideas of luxury are somewhat arbitrary and inconsistent, not to say imbecile and erratic. Handkerchiefs are on the list, though there is a terrible shortage of them in the country, if the state of the children's noses is anything to go by, and there should be a bonus on import rather than a tax. However, from the rarity of their use, they are evidently regarded as a luxury. Towels and blankets remain unchanged, but a travelling rug with a silk admixture must pay its hundred per cent. Perhaps for lack of technical knowledge, we are at a loss to understand why pile carpets "with warp or woof of one system" should be more luxurious than those with warp or woof of more than one system; we should have supposed the latter to be more luxurious, as they are more highly taxed in the general tariff, but now the one system is to pay a hundred per cent. while the others remain at the general tariff rates. Table-clothes, curtains, and all trimmings, air cushions, bed quilts and cushions must all pay their worth in gold on passing the customs. However, there is balm in Gilead. Old gunny bags and rags are free and remain free, so it only remains for some beau who dresses with authority to devise garments from these useful fabrics. We observe, however, that the *Asahi* complains that rags are imported from America to be mixed with a little wool and rewoven, and our contemporary anticipates that with the encouragement afforded by the tariff, the shoddy-makers will make worse cloth and charge more for it, so it would appear that dressing in rags is not a simple or inexpensive matter after all.

The number of fabrics with precious or semi-precious stones, pearls, coral, elephant ivory or tortoiseshell, or embroidered, which much pay 100 per cent. is astonishing, and the repetition of these things reminds the reader of Nebuchadnezzar's band in the reiteration of their component parts. The concern expressed over elephants and tortoises almost suggests that the S.P.C.A. had had a hand in devising the tariff. Incidentally, the hippopotamus yield an excellent ivory. It would be interesting, even if not very serviceable, to try whether a fabric ornamented with this particular variety could escape the luxury impost.

In the way of articles of clothing, as distinct from fabrics, the new duty is simply piling Pelion on Ossa in the way of protection. Raincoats, shirts, undershirts and drawers, collars, gloves, stockings, socks, shawls, neckties, braces, belts, garters, hats, boots and shoes, and shoe laces, are consecutive items in all their varieties which the new tariff pretends to regard as luxuries. If shirts, undershirts and drawers are luxuries, then the only man who sinneth not is the naked savage, as a correspondent remarked in yesterday's issue. Mr. Hamaguchi, the Minister Finance, declares that the duties are not for the purpose of protecting the manufacturers in Japan of the articles on which 100 per cent., is to be levied, and are not even for the purpose of raising revenue. They are to prevent people using those articles at all. So, according to Mr. Hamaguchi, nobody in Japan is to wear shoes, socks, shirts, collars, ties, underclothes, or hats, and in fact no clothes at all unless he can make them of old gunny bags or rags. One can only suppose that when

(*Continued on next column.*)

NAVAL TROOPING SERVICE.

During the course of the next few days, says the *Naval and Military Record* of June 18th, the light cruiser *Weymouth* is due to arrive in home waters on the conclusion of her voyage to the Africa Station with relief crews. She is then to prepare for another trip to the Far East, and it is expected that she will sail about the second week in July. This will be the fifth long voyage the *Weymouth* has undertaken since she was commissioned for relief trooping service, and in point of sea-time and mileage covered there is no other warship in the Fleet to-day which can equal her record. Nor is this service all leather and purnella. All the voyages of the *Weymouth* have been hot-weather passages, as her next will be. And the uncomfortably crowded state in which she comes and goes means that life on board is not always entirely pleasant.

Whilst we do not attach under credence to the stories of the "sardines in a box" order which have gained currency in connection with the voyages of the *Weymouth*, it is self-evident that the ship is much over-taxed in the matter of accommodation. For example, on her forthcoming trip she will have to provide habitability for a full complement of a vessel of her own description and for the crew of a river gunboat, in addition to her own people. The difficulty which confronts the Admiralty is that no roomier type of warship is available for trooping service. Before the war we had cruisers still in service of more than double the displacement of the *Weymouth*. To-day we have only the China flagship *Hawkins* between her class and the capital ships.

RAIN INSURANCE.

COUNTY CRICKET CLUBS NOT PROTECTED THIS SEASON.

In past seasons, remarks a London paper, county cricket clubs have been good customers for rain insurance, covering the possible deficiency in gate money due to rain. Despite the high rates charged, the business was run at a loss in the average year. Last year, however, owing to the fact that rain interfered with play on very few days, the premiums were considerably in excess of the claims.

As a result the county clubs asked for better terms, but the underwriters, considering their rates to be fair, stood firm. In consequence, very few insurances on county matches have been effected. This was indeed a penny-wise policy, for the financial aspect of county cricket to-day is far from reassuring, owing to the number of days on which rain has made play impossible.

On the other hand, open tennis meetings have insured in large numbers against the weather preventing play.

Very little rain insurance was done on Derby Day this year, but a considerable amount of business was transacted on Ascot week, the caterers and providers of amusements being the best clients in this instance, as bad weather often means a heavy loss to them.

The *N.-C. Daily News* (Shanghai) has celebrated its sixtieth anniversary by the issue of a most interesting supplement containing a large variety of articles by well known writers, European and Chinese, on political, educational and industrial developments.

Mr. Hamaguchi made his statement about the objects of the tariff, he went on the excellent principle, that when you have to tell a lie it may as well be a big one. It is rather adding insult to injury when, after preventing us from importing any clothes (unless reach-me-downs come under "360, 2, Other," at 40 per cent. *ad val.*) we are permitted still to import buttons. Buttons would be entirely useless without any clothes to attach to them.

It is perfectly obvious from this review of the excursion of tariff-makers among articles of clothing, that the whole plan is a contrivance of the Japanese manufacturers in order that they may be able to force up the price of their wares. Articles of clothing are already taxed very high—the top marks being Y.920 per 100 kin and 50 per cent., *ad valorem* a number of articles paying the latter figure. They are all made in Japan in large quantities. To take the article shirts, for instance; we can get very good shirts made in Japan, and the makers of these shirts export them abroad at a profit at not much more than half the price that they charge us in the country. They are able to charge us this high price because of the tariff, but they are not satisfied, and want to charge more. Similarly with underclothes; they are sent abroad cheap in great quantities, but are priced high in Japan. Here are lines which need no protection, and in which the profits are enormous. They are not luxuries, but necessary for common decency. But they are to be protected more highly than ever. This is sheer robbery, and has nothing whatever to do with Japan's financial condition. These home-made articles, on which the home price is already preposterously high, will be able to increase their home price still higher, for the benefit solely of the manufacturers. It will probably happen that the profits on the home trade will be so high and so easy that manufacturers will not trouble to cultivate the export trade. The case will be analogous to the destruction of the export trade in cigarettes by the tobacco monopoly. And this outrage is bolstered up in the Diet with the most flagrant falsehoods about its intentions. The fact that the scheme makes the foreigner in particular pay through the nose is its most attractive aspect. It is a patriotic stunt, therefore any patriotic humbug may be talked to "put it over."



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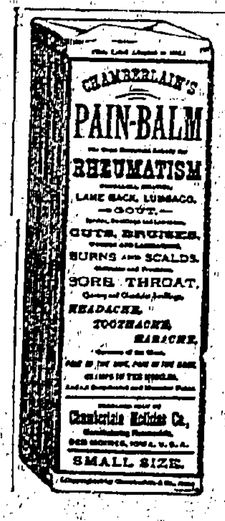
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POLITICS AND MARRIAGE.

DUNMOW FLITCH FOR M.P.

Mr. T. J. Mardy Jones, M.P. for Pontypridd, won the Dunmow flitch at Ilford on June 9th. Owing to the illness of their little daughter, Veda, Mrs. Mardy Jones was unable to be present to bear out her husband's evidence that they had lived for a year and a day without quarrelling, and had never regretted their marriage. Mr. Mardy Jones, however, produced much evidence, for he had the written testimony of Mr. Rhys Davies, M.P., Under-Secretary for the Home Office, and of Mr. Frank Hodges, M.P., Civil Lord of the Admiralty, who spoke of his domestic happiness; and what appeared to carry infinitely greater weight with the court, he cited Mr. V. McEntee, M.P., who recalled that Mrs. Mardy Jones sat all through the Committee stage of the Rent Restrictions Bill without once losing his temper. In the face of such evidence the jury could not but award the flitch.

Other claimants were Mr. and Mrs. Henry Byford, of Hull. Asked if he had any witnesses, Mr. Byford called his mother-in-law. This deeply impressed the court, and her, too, was awarded a flitch.

The third claimants were Mr. and Mrs. James John Hunt. Mr. Hunt is a pensioner of 74; he has been married three times, and when asked if he would marry a fourth time replied "Not 'aff." The jury awarded him a gammon.

In the course of the trials three secrets were divulged for achieving connubial happiness. They were:

Do not belong to any club.
Play tennis with your wife.
Drink only in moderation—if at all.

It is well that old ceremonies should survive, and Ilford has taken upon itself the custom, now neglected by Dunmow, of awarding the flitch of bacon to couples who have lived a year and a day without quarrelling and have never regretted their marriage. The court duly assembled in the Gordon Club Ground, with Mr. Jeffery Farnol, the novelist, on the bench; and splendidly did he play the part, not even forgetting the necessary judicial ignorance, as witness the remark, "Who is Wembley?" There was a goodly array of counsel, the Rev. H. Dunnico, M.P., Alderman E. W. Tanner, L.C.C., and Madame Petry, the latter in the red robes of Portia, representing the claimants, while Mr. C. E. Grigsby, Mr. Jack Jones, M.P., and Mlle. Ellie Potter appeared for the flitch. A jury of charming spinsters and blushing bachelors having been empanelled the proceedings began. Promptly Mr. Jack Jones objected to a jury of spinsters and bachelors. It was not fair, he said, to put unmarried people to sit in judgment upon those who had gone through the misery.

Mr. Mardy Jones entered the witness-box accompanied by his daughter Phyllis, aged 11. "Why are you called 'Mardy'?" asked counsel. "To distinguish me from the only other Jones in the world—the silver tongue of Silvertown," was the reply. He lives in Pontypridd, the constituency for which he sits, "and when a man lives in the constituency for which he sits his public and private life are pretty keenly scrutinised," he added. "Have you met a man named Lloyd George?" asked Mr. Dunnico. For a moment Mr. Mardy Jones was thoughtful. "There is," he said. "I believe, a tradition in some parts of Wales that such a man existed. There is a tradition that he offered ninepence for fourpence—and took ninepence for fourpence."

Mr. Byford and his wife told of a life of happiness which had lasted eight years without a "cross word being uttered." "Eight years!" exclaimed the judge in surprise. "Let the trumpets sound." Mr. Byford explained that he was foreman in some rubber works. "I see," commented counsel; "evidently your dealings in rubber have given you a certain elasticity of temperament."

In spite of his 74 years, Mr. James John Hunt, of Lewisham, refused assistance which was proffered to him as he climbed to the witness box. As he gave his evidence he toyed with a baby's comforter which happened to be lying on the box. Then, casting it aside, he produced a very ancient and rusty pistol which, he said, he carried as it was leap year and his heart was very tender. "And try how I will I must have a bit of fun." He explained that he was "quite independent," having a pension, and was going into further details when his wife nudged him. "Do stop treading on my toe," he exclaimed, to the delight of every one present. Sally, his third wife, he said, was a "sticker" and had been all that a wife could be. For about six years he had been "dry," but before that, he confessed, he used to "mop a bit." Asked if he had any witnesses, he replied, "No, but I have a love letter from Sally when she went hopping twenty years ago. She wrote it when she was feeling lonely and sad." Mr. Hunt produced the letter from his pocket-book and handed it, faded and falling to pieces, to the bench.

ACTRESS'S DRESS.

SKIRT THAT WENT "ZIP."

The theory that popular actresses get their clothes free for the sake of advertisement, has been exploded in a court case in London in which Peron, Ltd., dress-makers, sued Miss Peggy O'Neil for the payment of £120 for a moleskin costume.

The plaintiffs revealed that they offered to supply all dresses, including an Ascot outfit, for £75 monthly.

The Judge: Could she have what she liked for that sum?—No.

You mean she could pay you monthly instalments of £75 on account of her dress bill?—Yes; but she declined.

Miss Peggy O'Neil gave evidence that she liked to be quaint rather than smart. She could not sit down in Peron's costume, because the skirt went "Zip."

A verdict was given against Miss Peggy O'Neil.

She insisted on trying on the moleskin skirt in Court. The judge said: "Wait; I must be properly chaperoned before I see this." He then watched an amusing struggle between the skirt and Miss O'Neill. With the assistance of a maid Miss O'Neil's mass of black hair finally emerged, and she triumphantly said, "See, I can't sit; I've got to keep on walking."

(*Continued at foot of next column*).

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 22nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.65	29.62	29.61
Temperature	84	79	81
Humidity	85	87	87
Wind Direction	E	E	E
" Force	3	3	4
Weather	0	or	c
Rain	0.76	0.00	0.72

Hightest open-air Temperature on 22nd ... 84
Lowest open-air Temperature on 23rd ... 79



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HAKOZAKI MARU ... Wednesday, 30th July, at 11 a.m.
HAKUSAN MARU ... Wednesday, 13th Aug.
HAMBURG via LONDON & ROTTERDAM.
DURBAN MARU ... Beginning Sept
LIVERPOOL via MARSEILLES & VALENCIA.
TSURUGA MARU ... Sunday, 24th Aug.
SYDNEY & MELBOURNE via Manila Ports.
MISHIMA MARU ... Wednesday, 20th Aug., at 11 a.m.
TANGO MARU ... Wednesday, 17th Sept., at 11 a.m.
NEW YORK & BOSTON via PANAMA.
TAKETOYO MARU ... Monday, 4th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Thursday, 28th Aug.
BOMBAY via Singapore & Colombo.
MORIOKA MARU ... Tuesday, 29th July
NAGATO MARU ... Sunday, 10th Aug.
CALCUTTA via Singapore, Penang & Rangoon.
OSAKA MARU ... Wednesday, 30th July
MALACCA MARU ... Thursday, 7th Aug.
NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... Thursday, 14th Aug.
SHANGHAI, KOBE & YOKOHAMA.
HARUNA MARU ... Monday, 28th July, at Noon
TAMBO MARU ... Friday, 1st Aug.
SADO MARU ... Sunday, 10th Aug.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"AMAZON MARU" ... Tuesday, 5th Aug.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
PANAMA MARU ... Monday, 11th Aug.
BOMBAY via Singapore and Colombo.
"ALPS MARU" (Calls at Penang) ... Monday, 4th Aug.
BANGKOK, SAIGON via SINGAPORE.
"KISHU MARU" ... Friday, 1st Aug.
CALCUTTA via Singapore & Rangoon.
"HAGUE MARU" ... Saturday, 26th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"MANILA MARU" ... Wednesday, 13th Aug.
NEW YORK via Japan Ports, San Francisco and Panama.
JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"BORNEO MARU" ... Thursday, 29th July.
"PARIS MARU" ... Monday, 11th Aug.
"MANILA MARU" ... Wednesday, 13th Aug.
KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... Sunday 27th July, Noon.
TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... Thursday, 31st July.
TAKAO & KEELUNG.
"BATAVIA MARU" ... Sunday, 3rd Aug.
For further particulars please apply to—
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Telephone Nos. 4088, 4089, 4090. K. SHIMA, Manager.

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S.S. "LEGAZPI" ... 5th Sept.
S.S. "C. LOPEZ Y LOPEZ" ... 30th Oct.
S.S. "ISLA DE PANAY" ... 21st Dec.
For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.
S.S. "LEGAZPI" ... 18th Aug.
S.S. "C. LOPEZ Y LOPEZ" ... 12th Oct.
S.S. "ISLA DE PANAY" ... 3rd Dec.
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The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 8th August, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hongkong, 19th July, 1924. [1047

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ADRASTUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st July.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 28th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st July, 1924. [1051

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INVALUABLE for DISEASES of these IMPORTANT ORGANS. GRAVEL, BACKACHE, GOUT, RHEUMATISM
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S.S. "EMIL KIRDORF" on or about the 12th Aug.
S.S. "ALBERT VOGLER" on or about the 26th Sept.
S.S. "CARL LEGIEN" on or about the 19th Nov.
S.S. "ADOLF VON BAYER" on or about the 25th Dec.

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HONGKONG

ROMANCE OF MAP-MAKING.

CARTOGRAPHERS FROM B.C. UNTIL MODERN TIMES.

One of the many "incidentals" of the British Empire Exhibition at Wembley is its faithful record of the map-making progress made from the rude beginnings of the ancients to trade the outlines of the world.

In an article contributed to *Chambers's Journal* Mr. "George Philip, F.R.G.S., tells us that the history of the art of map-making marches with the story of the gradual unveiling of the geographical horizon through discovery and exploration and falls naturally into five periods. Of the first, dating from the earliest times to the beginning of the Christian era, we have only vague records of maps of a conventional and primitive type, no traces of which now exist. In the second period, extending down to the twelfth century, the chief cartographical records are to be found in the hand-drawn maps accompanying the earliest known editions of the eight-volumed Geography of Ptolemy (150 A.D.), based on mathematical principles to a large extent derived from his predecessor, Marinus of Tyre (c.120).

MEDIÆVAL MAPS.

The mediæval period of map-making, ending on the eve of the great age of discoveries, was one of "retrogression." Although the learned—among them Roger Bacon (1214-1294)—still clung to the scientific theory of the sphericity of the globe, this doctrine was regarded as heretical by the Church; and as the principal cartographers of the period were monks, the most characteristic maps were the so-called circular "Wheel-maps."

Other Mediæval maps were rectangular in form, such as the ninth-century Anglo-Saxon map of the world in the Cotton MSS. at the British Museum. The famous globe of Martin Behaim, produced in the year of the discovery of America and still existing at Nurnberg, may be regarded as the final specimen of cartography of this period, for, though finely executed in colours, it follows all the current misconceptions of the time, and makes but little use of material then available, such as the explorations of Marco Polo. Conti or the Portuguese navigators.

In striking contrast to these purely conventional maps prevalent in the period were the wonderfully accurate coastal charts which had been in use among the Mediterranean mariners from the days of the Crusades.

These charts—known as Portolani—were based upon estimated bearings and distances from port to port; and in the next period (from the discovery of America to about the end of the eighteenth century) their accuracy was still further increased by the introduction of the magnetic needle for taking bearings and the use of the cross-staff or astrolabe for observing latitudes. An army of marine cartographers sprung up in the Italian and Catalonian seaports, and their charts formed the groundwork for the better general maps of the world and globes, which about this time began to be issued.

As many actual specimens as possible of these antiquities of cartography, and, where the originals are not available, accurate reproductions, are on view at the British Empire Exhibition. A study of them serves to increase our wonder at the achievements of the age of discovery. Such maps and charts would serve merely to confuse a modern traveller, yet our forefathers trusted in them, and by some miracle journeyed and came home. It was in the latter half of the eighteenth century that maps began to be printed from woodcuts. Later, copper engraving superseded the use of woodcuts, as copper plates were found to be a better medium for securing a higher standard of engraving, besides affording far greater facilities for keeping the plates up to date.

"The application of printing to maps naturally gave a great impetus to their production. Waldseemuller, the foremost cartographer of the early sixteenth century, published a series of maps, including a large twelve-sheet map of the world, and among English map-makers of the time may be mentioned Lilly and Lloyd Denbigh, who both issued maps of the British Isles.

A little later Antwerp and Amsterdam became the great centres of map production, and the atlases of Mercator, Ortelius, Waghenaer, Hondius, Janszon, and Bleau, and those of the French firm of Sanson, were the chief cartographical publications of the sixteenth and seventeenth centuries. The only noteworthy British map-makers in competition with the Dutch cartographers were Saxton and Speed, who produced atlases of the British Isles, and Pont and Gordon, who issued a map of Scotland, while Halley the astronomer compiled, in compass variation and wind charts, two of the earliest cartographical contributions to physical geography."

FRENCH SKILL.

In the following period, beginning with the eighteenth century, French map-makers at first took the premier place, especially Delisle and D'Anville; their chief British contemporaries being Desharres (for coastal surveys—notably those of Captain Cook), Jeffreys (for American maps), Rennel (for maps of India), and Arrowsmith.

Although Hondius had founded a geographical establishment in Germany in 1702, it was not until the beginning of the nineteenth century that that country became the head quarters of scientific geography, a position which remained unchallenged until recent years.

The best acting I have seen was in Welsh chapels.—*Mr. Caradoc Evans.*

I do not know of any country where one gets such inspiration as in America. —*Lord Leverhulme.*

Since the Mongol invasions civilisation has never been in such danger of destruction as it is to-day.—*Dean Inge.*

WEATHER REPORT

July 23rd at 14.10.—Warning to Hongkong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. Long. 114 deg. E., moving West.

July 23rd at 17.25.—Warning to Hongkong, Coast Ports, &c.:—Typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. Long. 114 deg. E., moving West.

July 23rd at 17.20.—Pressure has decreased slightly at Chefoo and increased slightly at Shanghai and Manila. It is nearly stationary at Hongkong and over Formosa.

The typhoon to the east of Aparri now appears to be moving northward. Another of very small diameter has formed in the China Sea. At 2 p.m. it was near Lat. 20 deg. N. and Long. 114 deg. E., moving westward.

Manila warning:—1. Typhoon in Lat. 20 deg. N. Long. 114 deg. E., moving West.

Manila warning.—2. Typhoon in Lat. 19 deg. N. Long. 126 deg. E., moving North. Read 23d. 16h. 18m.

Hongkong rainfall for the 24 hours ending at 18 hours, July 23rd, 0.80 inch. Total since January 1st, 65.38 inches, against an average of 48.16 inches.

The forcast for the 24 hours ending at 18 hours, July 24th is as follows:—

DISTRICT	FORECAST
Formosa Channel	W.N.W. to W. winds, moderate.
Hongkong to Gap Rock	E. winds, fresh; generally cloudy, occasional rain.
South coast of China between Hongkong and Lamocks	do. N.E. winds.
South coast of China between Hongkong and Hainan	Freshening considerably

HONGKONG TIDE TABLE.

From July 24th to 30th, 1924.

Days of Week	Days of Month	HIGH WATER. H'kong Standard Time.	HIGH WATER. Height.	LOW WATER. H'kong Standard Time.	LOW WATER. Height.
		h. m.	ft. in.	h. m.	ft.
Thur.	24	m 3 52	5 0	m 9 58	2 6
		3 12 a	4 4	9 33 a	2 9
Fri.	25	m 4 43	5 3	m 11 41	3 2
		5 15 a	4 0	10 23 a	3 1
Satur.	26	m 5 27	5 6	0 54 a	2 7
		6 43 a	3 9	11 16 a	3 3
Sun.	27	m 6 6	5 9	1 41 a	2 8
		7 42 a	3 9		
Mon.	28	m 6 41	6 2	m 0 +	3 3
		8 23 a	4 0	2 14 a	1 9
Tues.	29	m 7 15	6 5	m 0 46	3 3
		8 56 a	4 1	2 44 a	1 5
Wed.	30	m 7 48	7 0	m 1 22	3 2
		9 25 a	4 3	3 13 a	1 2

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water levels in English Feet at 10 A.M. 1924

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. July 21	W.L. July 22
Wuchow, W. River	Feet. +79.5*	Feet. −2.42	Feet. +*86.	Feet. —
Kongmoon, W. River	+14.70	−0.80	+*14.0	—
Linkonghow, N. River	+17.0.	—	+16.1	+16.1.
Shiuchow, N. River	+35.81	—	+4.7	+5.9
Samshui, N. River	+27.25	−6.0(	+**24.5	—
Sheklung, E. River	+17.7	+0.05	+4.3	+4.9

*For the 19th. **For the 20th.

Engineer-in-Chief.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Thursday,	24th July, 10 a.m.
MANILA	"YUENSANG"	Saturday,	26th July, 11 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday,	27th July, 7 a.m.
BANGKOK via SWATOW	"HANGSANG"	Monday,	28th July, 5 p.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday,	30th July, 10 a.m.
TIENTSIN	"CHIPSHING"	Wednesday,	30th July, Noon.
STRAITS & CALCUTTA	"HOSANG"	Wednesday,	30th July, 3 p.m.
SANDAKAN	"MAUSANG"	Friday,	1st Aug., 1 p.m.
MANILA via AMOY	"SUISANG"	Saturday,	2nd Aug., 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	3rd Aug., 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday,	5th Aug., 3 p.m.
KOBE	"KUTSANG"	Friday,	15th Aug., 7 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Wednesday, 30th July, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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"PEMBROKESHIRE"	6th Aug.	"GLENBEG"	—	19th Aug.
"GLENIFFER"	20th Aug.	London,	Rotterdam	& Hamburg.
"GLENOGLE"	3rd Sept.			

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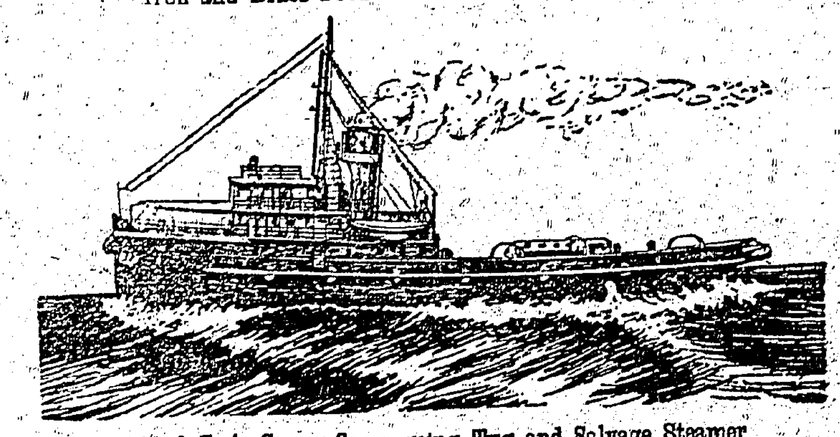
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SHIPPING NEWS

ARRIVALS.

July 22nd.

Brenta, Italian, str., 3,891 tons, Capt. A. Carminach, from Singapore, with a general cargo, lying at Kowloon wharf.—Dodwell & Co.

Canfarm, British str., 1,602 tons, Capt. F. Kane, from Sydney and Manila, with a general cargo, lying at buoy No. C26.—Snowman.

Changchow, British str., 1,203 tons, Capt. G. McAdam, from Newchwang, with a general cargo, lying at Stonecutters.—B. & S.

Kriton, Norwegian str., 656 tons, Capt. N. T. Larnnechen, from Keelung, with a cargo of coal, lying at buoy No. C48.—Ching Kee Hong.

Lake Fault, American str., 1,609 tons, Capt. J. Hill, from Singapore with a general cargo, lying at buoy No. C33.—P. M. S.S. Co.

Ling Nam, Chinese str., 3,811 tons, Capt. J. Waterson, from Valparaiso and Tarakan, with a general cargo, lying at buoy No. A5.—China Nav. Co.

Taito Maru, Japanese str., 1,135 tons, Capt. K. Sakihama, from Shanghai and Swatow, with a general cargo, lying at buoy No. C17.—N.Y.K.

Teviot, British str., 2,274 tons, Capt. Madgwick, from Singapore, with a general cargo, lying at Holt's wharf.—B. & S.

Yuen Sang, British str., 1,982 tons, Capt. P. Jowitt, from Manila and Amoy, with a general cargo, lying at buoy No. C32.—J. M. & Co.

July 23rd.

Apsley, British str., 1,776 tons, Capt. W. Anderson, from Saigon, with a cargo of rice, lying at Stonecutters.—Wo Fat Shing.

Chun Sang, British str., 1,561 tons, Capt. C. R. More, from Bangkok and Hoihow, with a general cargo, lying at buoy No. C17.—J. M. & Co.

Daibosh Maru, Japanese str., 2,838 tons, Capt. M. Nakashima, from Miike, with a cargo of coal, lying at buoy No. B50.—M.B.K.

Ernhold, German str., 2,807 tons, Capt. H. Eckhorn, from Foochow, with a general cargo, lying at buoy No. A8.—Arnhold & Co.

Hai Foong, British str., 1,146 tons, Capt. W. S. Turnbull, from Foochow, Amoy and Swatow, with a general cargo, lying at Douglas wharf.—Douglas Lapraik Co.

Haiman, Panama str., 631 tons, Capt. Wong Kom Ying, from Hoihow, with a general cargo, lying at buoy No. C45.—Yan Fat & Co.

Hydrangea, British str., 551 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chiu On wharf.—Chiu On S.S. Co.

Manlatose Maru, Japanese str., 2,052 tons, Capt. S. Sakawashi, from Chefoo, with a general cargo, lying at buoy No. B31.—M.B.K.

Man Sang, British str., 2,263 tons, Capt. P. R. Gay Cuming, from Sandakan, with a general cargo and timber, lying at Kowloon wharf.—J. M. & Co.

Ming Sang, British str., 989 tons, Capt. J. H. Ferguson, from Haiphong, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Tjikandi, Dutch str., 4,857 tons, Capt. P. Hopman, from Sourabaya and Balikpapan, with a general cargo, lying at buoy No. A27.—J.C.J.L.

Tjisondari, Dutch str., 5,613 tons, Capt. F. P. Scholten, from Sourabaya and Muntok, with a general cargo, lying at buoy No. A25.—J.C.J.L.

CLEARANCES.

July 23rd.

Changchow, for Canton.
Chukwa Maru, for Swatow.
Ernhold, for Manila.
Glenshiel, for Shanghai.
Hak Canton, for Kwang Chow Wan.
Hsinchang, for Canton.
Kriton, for Canton.
Kuichow, for Weihaiwei.
Kwangtak, for Shanghai.
Manlee, for Foochow.
Taming, for Hoihow.
Taito Maru, for Canton.
Wong Shek Kung, for Saigon.
Yatshing, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Hai Foong*, on July 23rd:—Miss E. Johnston, Mr. E. Christiansen, and Miss M. R. Culley.

DEPARTURES.

Per Dollar Line s.s. *President Adams*, on July 22nd:—Mr. A. A. Collins, Mr. J. Jorge, Miss Jorge, Mr. and Mrs. J. V. Crowe, Rev. Fr. Aldenhuyser, Mr. C. E. Blanco, Mr. P. de Dalencluete, Mr. A. R. Fors, Mr. E. G. Osborn, Rev. and Mrs. A. L. Beckendorff and two sons, Dr. and Mrs. J. L. Greene, Miss M. Greene, Miss Lola La Valley, Mrs. C. F. Gliss, Miss H. Griffiths, Capt. M. Keating, Mr. Emil Reiff, Mr. and Mrs. R. E. Straub, Mr. Max Wildboz, Mrs. W. D. Poulson, Bishop and Mrs. J. W. Robinson, Miss Minnie Ruston, Miss Maude Wheeler, Mrs. J. G. Hammond, Miss E. Eckert, Mr. F. L. Finnell, Mr. and Mrs. C. C. Hansen, Miss E. C. Wright, Mr. F. Handorff, Mr. Karl Laub, Mr. R. Laedtke, Mr. J. N. Macgowan, Mr. O. Paustian, Miss L. E. Miller, Dr. Mary S. Stewart, Mr. and Mrs. Verhoeven, Miss Luella Ernst, Mr. Jos. Hamilton, Mr. Geo. Blumhardt, Mr. Karl E. Burr, Dr. and Mrs. W. M. Butler, Mr. and Mrs. C. P. Curtis, Miss Cora Curtis, Mrs. Minnie Z. Jaffa, Mr. N. Knorr, Mr. and Mrs. Arbel Welch.

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DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On 4th Aug.
New York & Boston	Gothic Prince	Brit.	Prince Line	On 1st Sept.
Boston & New York via Suez	Titan	Brit.	The Bank Line, Limited	On 31st inst.
San Francisco via S'hai & Jap. Ports & H'lu.	President Pierce	Am.	Pacific Mail S.S. Co.	On 30th inst., 4 p.m.
San Francisco, &c.	West Cajcot	Am.	Struthers & Barry	On 29th inst.
San Francisco via Shanghai & Japan, &c.	Taiyo Maru	Jap.	Toyo Kisen Kaisha	On 25th inst.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 31st inst., Noon
Victoria, Seattle & Vancouver via J. Ports.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 30th Aug., 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, &c.	Manila Maru	Jap	Osaka Shosen Kaisha	On 13th Aug.
Victoria, Seattle & Vancouver	Talthybius	Brit.	Butterfield & Swire	On 3rd Aug.
Seattle & Victoria, via S'hai, Kobe & Yokohama	Presidt. McKinley	Am.	Admiral Oriental Line	On 26th inst.
Marseilles, London & Antwerp	Malwa	Brit.	P. & O.-B. I. & A. L.	On 26th inst., Noon
Marseilles, &c.	Azay Le Rideau	Fren.	Messageries Maritimes	On 31st Aug.
Marseilles, &c.	Amazone	Fren.	Messageries Maritimes	On 3rd Aug.
Marseilles, &c.	Angkor	Frep.	Messageries Maritimes	On 17th Aug.
Marseilles, London, Antwerp via Singapore &c.	Hakozaki Maru	Jap.	Nippon Yusen Kaisha	On 30th inst., 11 a.m.
Marseilles, London, R'dam, Hamburg & Hull	City of Dunkirk	Brit.	The Bank Line, Ltd.	On 2nd Aug.
Genoa, Havre & Liverpool	Polyphemus	Brit.	Butterfield & Swire	On 25th inst.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Schlesien	Ger.	Melchers & Co.	On 10th Sept.
Marseilles, London, Hull, Rotterdam & Hamburg	Rhexenor	Brit.	Butterfield & Swire	On 28th inst.
London, Hamburg, Rotterdam & Antwerp	Amazon Maru	Jap.	Osaka Shosen Kaisha	On 5th Aug.
London, Rotterdam & Hamburg	Glenbeg	Brit.	Jardine, Matheson & Co., Ltd	On 19th Aug.
Amsterdam, Rotterdam, Hamburg & Bremen	Oldekerk	Dut.	Java-China-Japan-Lijn	On 15th Aug.
Antwerp, Rotterdam & Hamburg	Emil Kirdorf	Ger.	Reuter, Brockelmann & Co.	About 12th Aug.
Bombay via Singapore & Colombo	Morioka Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
Straits & Calcutta	Hosang	Brit.	Jardines, Matheson & Co., Ltd.	On 30th inst., 3 p.m.
Singapore, Penang & Calcutta	Tanda	Brit.	P. & O.-B. I. & A. L.	On 29th inst., 1 p.m.
Singapore, Penang, Colombo, Bombay, &c.	Jeypore	Brit.	P. & O.-B. I. & A. L.	On 29th inst., Noon
Singapore, Penang, Colombo, Bombay, &c.	Sicilia	Brit.	P. & O.-B. I. & A. L.	On 22nd Aug.
Singapore & Belawan-Deli	Yan Cloon	Dut.	Java-China-Japan-Lijn	On 31st inst.
Brindisi, Venice & Trieste	Gerania	Ital.	Dodwell & Co., Ltd.	On 3rd Aug.
Weihaiwei, Chefoo & Tientsin	Huichow	Brit.	Butterfield & Swire	On 2nd Aug., 4 p.m.
Haiphong via Haihow & Pakhoi	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 25th inst.
Keelung via Swatow & Amoy	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 24th inst.
Sandakan	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Aug., 1 p.m.
Australian Ports via Manila	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 20th Aug., 11 a.m.
Australian Ports	St. Alban	Brit.	P. & O.-B. I. & A.L.	On 30th inst.
Australian Ports	Changsha	Brit.	Butterfield & Swire	On 2nd Aug.
Shanghai, Kobe & Yokohama	Haruna Maru	Jap	Nippon Yusen Kaisha	On 28th inst., Noon
Tsingtau via Swatow & Shanghai	Yatshing	Brit.	Jardine, Matheson & Co., Ltd.	On 24th inst., 10 a.m.
Shanghai, Moji & Kobe	Mantua	Brit.	P. & O.-B. I. & A.L.	On 25th inst., D.L.
Shanghai, Moji & Kobe	Nagoya	Brit.	P. & O. B. I. & A. L.	On 30th inst.
Shanghai & Kobe	Sardinia	Brit.	P. & O.-B. I. & A. L.	On 8th Aug.
Shanghai, Yokohama & Kobe	Brenta	Ital.	Dodwell & Co., Ltd.	About 24th inst.
Shanghai	Tjisondari	Dut.	Java-China-Japan Lijn	On 29th inst.
Moji & Kobe	Eastern	Brit.	P. & O.-B. I. & A. L.	On 2nd Aug.
Moji & Kobe	Takada	Brit.	P. & O.-B. I. & A. L.	On 26th inst.
Yokohama, Kobe, Nagasaki & Shanghai	Legazpi	Span.	Botelho Bros.	On 18th Aug.
Japan Ports	Borneo Maru	Jap.	Osaka Shosen Kaisha	On 29th inst.
Tientsin	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., Noon
Batavia	Tjikembang	Dut.	Java-China-Japan Lijn	About 2nd Aug.
Calcutta, Singapore & Rangoon	Hague Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
Calcutta via Singapore, Penang & Rangoon	Lake Faulk	Am.	Pacific Mail S.S. Co.	On 5th Aug., 5 p.m.
Haiphong via Hoihow	Minsang	Brit.	Jardine, Matheson & Co., Ltd.	On 27th inst., 7 a.m.
Amoy, Swatow & Singapore	Kiungchow	Brit.	Butterfield & Swire	On 29th inst., 2 p.m.
Swatow & Bangkok	Kaying	Brit	Butterfield & Swire	On 5th Aug., 2 p.m.
Swatow, Amoy & Foochow	Hai-Ning	Brit	Douglas Lapraik & Co	On 29th inst., 5 p.m.
Swatow, Amoy & Foochow	Haifoong	Brit	Douglas Lapraik & Co.	On 25th inst., 1 p.m.
Manila	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 24th inst., 5 p.m.
Manila	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst 11 a.m
Manila	President Jackson	Am.	Admiral Oriental Line	On 29th inst.
Manila, Singapore, Colombo, &c.	Legazpi	Span.	Botelho Bros.	On 5th Sept.
Manila Cebu, Iloilo, Zamboanga & Tabaco	West Sequana	Brit.	Struthers & Barry	On 28th inst.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Malwa* left Shanghai for this port on Tuesday, the 22nd inst. at 5.30 p.m., and is due here on Friday, the 25th inst. at about 8 a.m.

The B.I. and Apcar Line s.s. *Tanda* left Shimonoseki for this port on the afternoon of the 22nd inst., and is due here on the morning of the 27th.

The N.Y.K. s.s. *Hakozaki Maru* (European passenger line), left Moji for Hongkong, *viâ* Shanghai, on July 22nd, and is expected here on July 29th.

The N.Y.K. s.s. *Osaka Maru* (Calcutta line), left Kobe for Hongkong, *viâ* Moji, on July 22nd, and is expected here on July 26th.

The N.Y.K. s.s. *Haruna Maru* (European passenger line), left Singapore for Hongkong on July 22nd, and is expected here on July 27th.

VESSELS EXPECTED.

Atreus (Blue Funnel), due Sept. 1st.
Burgundia (Blue Funnel), due July 31st.
Elkton (Admiral Oriental), due July 26th.
Empress of Australia due August 6th.
Glaucus (Blue Funnel), due August 18th.
Haruna Maru (N.Y.K.), due July 27th.
Heffron (Tampa), due July 30th.
Kamo Maru (N.Y.K.), due August 12th.
Maghaon (Blue Funnel), due Aug. 13th.
Mantua (P. & O.), due to-day.
Memnon, due August 6th.
President Garfield (Dollar), due August 4th.
President Jackson (Admiral Oriental), due July 26th.
President McKinley (Admiral Oriental), due to-day.
President Polk (Dollar), due August 18th.
President Taft (P.M.), due August 2nd.
Sarpedon (Blue Funnel), due August 4th.
Sicilia (P. & O.), due to-day.
Tilada (B.I. & Apcar), due to-day.
Tamba Maru (N.Y.K.), due August 1st.
Tenyo Maru (T.K.K.), due July 30th.
Victoria (China-Australia), due July 25th.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Augsam Kuiwahli	Kobe
Orrell, passenger, *President Hayes*	Manila
Pyma Y.M.C.A.	Tokio
3127	Tientsin
Chunhoploong, Kowloon City	Peking
Levison	Shanghai
Carlin Watson	Tokio
Kwongtuckhung	Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extention, Australasia and China Telegraph Company's office at Hongkong:—

NUMBER	ADDRESS	FROM
8453/12th	Kent Butterfield Squires	Melbourne
4497/7th	Kent Kremlin	Manila
9886 15th	Margery Gibson, Peak Hotel	Melbourne
8040/11th	Thumblatch Hemitropes	Woolwich-london
8836/13th	Morris Walzer, passenger, s.s. *Presidentmadison*	Newyork

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE" ... July 30th, at 4 p.m.
S.S. "PRESIDENT TAFT" ... August 13th, at 4 p.m.
S.S. "PRESIDENT WILSON" ... August 27th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT TAFT" ... August 3rd, at Noon.
S.S. "PRESIDENT WILSON" ... August 17th, at Noon.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FAULK" ... Aug. 5th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO." Tel. Central 141, " " 3322. Canton Agents: HOLYOAK MASSEY & CO., LTD.

CANADIAN PACIFIC

THE

"EMPRESS OF RUSSIA"

WILL SAIL FROM

HONGKONG

TO

MANILA

5 P.M., THURSDAY, JULY 24th.

FROM

HONGKONG

TO

VANCOUVER

NOON, THURSDAY, JULY 31st,

via Shanghai, Nagasaki, Kobe & Yokohama.

Passenger Department: Telephone C. 752. Cables: "CACANPAC.
Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—The Paradise of the Pacific."

REDUCED FARE TO EUROPE.

£120 £112—£110

First class throughout Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS		LEAVE HONGKONG
TAIYO MARU	(calling at Keelung) ... 22,000 tons,	July 25th
TENYO MARU	... 22,000 tons,	August 8th
KOREA MARU	... 20,000 tons,	August, 22nd
SHINYO MARU	... 22,000 tons,	September 4th
SIBERIA MARU	... 20,000 tons,	September 19th

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA,
CALLAO, MOLLENDO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
GINYO MARU	16,000	September 5th
ANYO MARU	18,700	October 16th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to:—

Y. TSUTSUMI, Manager.
King's Building,
Tel. Nos. C. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH.

ADMIRAL ORIENTAL LINE

ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT McKINLEY" ... July 26th.
"PRESIDENT JACKSON" ... Aug. 7th.
"PRESIDENT JEFFERSON" ... Aug. 19th.
"PRESIDENT GRANT" ... Aug. 31st.
"PRESIDENT MADISON" ... Sept. 12th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON" ... July 29th.
"PRESIDENT JEFFERSON" ... Aug. 10th.
"PRESIDENT GRANT" ... Aug. 22nd.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in Admiral Oriental Line Offices, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:—TOKIO.

No. 14 PEDDER STREET HONGKONG

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF DUNKIRK" 2nd Aug.....Mars., L'don., R'dam, Hamburg & Hull

PASSENGER SERVICE.

"CITY OF LAHORE" 26th Oct.....Shanghai and Japan
"CITY OF LAHORE" 7th Dec.....Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A"...£ 92. "B"...£ 84. | SINGLE 2nd Class "A"...£ 62. "B"...£56.
Cargo Steamers, Saloon Passage £62.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 780).
to
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S.	"TITAN" ...	...via Suez Canal ...	...	31st July.
S.S.	"CITY OF CHESTER" ...	...via Suez Canal ...	...	11th Aug.
*S.S.	"BELLEROPHON" ...	...via Suez Canal ...	...	21st Aug.

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE or HONGKONG AND CANTON.
THE BANK LINE, LTD., HONGKONG.
HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro: Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	3rd Aug.
ANGKOR ...	—	—	17th Aug.
AZAY LE RIDEAU ...	3rd July	4th Aug.	31st Aug.
PAUL LECAT	17th July	18th Aug.	14th Sept.
ANDRE LEBON ...	31st July	1st Sept.	28th Sept.
AMBOISE	14th Aug.	15th Sept.	12th Oct

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd ".....£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd ".....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. " " loading for HAVRE, ANTWERP & DUNKIRK about
S.S. "YALOW" from DUNKIRK, LONDON & HAVRE is due to arrive about 23rd August.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
8, QUEEN'S BUILDING.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ...	Capt. W. S. Turnhull	Friday,	25th July, at 1 p.m.
HAI-NING ...	Capt. W. C. Passmore	Tuesday,	29th July, at 5 p.m.
HAIHONG ...	Capt. Ellis Walker	Friday,	1st Aug., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Manager. [3

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON
and
NEW YORK



S.S. "GOTHIC PRINCE" 1st September.
S.S. "SOUTHWESTERN MILLER" 1st October.

For Freight and Full Particulars, apply to
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
St. George's Building
Telephone: Central
Telegrams Furnprince [31

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	26th July, Noon	Mars., L'don. & A'werp.
"JEYPORE"	5,318	29th July, Noon	S'pore, Penang, Colombo & B'bay.
"MIRZAPORE"	6,715	6th Aug.	do.
"DEVANHA"	8,092	9th Aug.	Mars., London & Antwerp
"SICILIA"	6,813	22nd Aug.	S'pore, Penang, Colombo & B'bay
"MANTUA"	10,902	23rd Aug.	Mars., L'don. & A'werp.
"NAGOYA"	6,854	30th Aug	do.
"SARDINIA"	6,684	4th Sept.	S'pore., Penang, Colombo & B'bay.
"KALYAN"	9,118	6th Sept.	Mars., L'don. & Antwerp.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"SOUDAN"	8,696	2nd Oct	S'pore., Penang, Colombo & B'bay.
"KASHMIR"	8,963	4th Oct.	Mars., London & Antwerp.
"MOREA"	10,911	18th Oct	do.
"SICILIA"	6,813	29th Oct	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp
"MALWA"	10,941	15th Nov.	do.
"KARMALA"	9,098	29th Nov.	do.
"MANTUA"	10,902	13th Dec.	do.
"KHIVA"	9,097	27th Dec.	do.
"MACEDONIA"	11,089	10th Jan., 1925	do.
"KALYAN"	9,118	24th Jan., 1925	do.
"MOREA"	10,911	6th Feb., 1925	do.

BRITISH INDIA—APCAR SAILINGS

"TANDA"	8,956	29th July, 1 p.m.	Singapore, Penang & Calcutta
"TAKADA"	6,949	17th Aug.	do.
"TALMA"	10,000	29th Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South).

"ST. ALBANS"	4,500	30th July	Manila, Sandakan, Thursday
"EASTERN"	4,000	27th Aug.	Island, Townsville, Brisbane,
"ARAFURA"	6,000	1st Oct.	Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MANTUA"	10,902	25th July, D.L.	Shanghai, Moji & Kobe.
"SICILIA"	6,813	25th July, 4 p.m.	Shanghai.
"TAKADA"	6,949	26th July	Amoy, Shanghai, Moji & Kobe.
"NAGOYA"	6,854	30th July	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"SARDINIA"	6,684	8th Aug	Shanghai & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"TALMA"	10,000	9th Aug.	Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	8,953	5th Sept.	do.
"SOUDAN"	6,696	5th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
		1925.	
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,953	24th Jan.	do.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to NOON on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST CAJOOT" ... Due Hongkong 26th July, Leave Hongkong 29th July
U.S.S.B. "WEST JESTER" ... Due Hongkong 10th Aug., Leave Hongkong 12th Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO, ZAMBOANGA AND TABACO.
U.S.S.B. "WEST SEQUANA" ... Due Hongkong 25th July, Leave Hongkong 28th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, CEBU AND ZAMBOANGA.
U.S.S.B. "WEST FARALON" ... Due Hongkong 15th Aug., Leave Hongkong 17th Aug.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building
Phone No. Central 3008.
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
G. P. BRADFORD, Res. Agent. [122

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SWATOW & SHANGHAI ...	"SOOCHOW" ...	On 24th July, 3 p.m.
SHANGHAI	"SHANSI" ...	On 24th July, 4 p.m.
SHANGHAI & NEWCHWANG ...	"CHINKIANG" ...	On 25th July, 4 p.m.
SHANGHAI & TSINGTAO ...	"LIANGCHOW" ...	On 26th July, 3 p.m.
HOIHOW & BANGKOK... ...	"CHENAN" ...	On 27th July, 10 a.m.
SWATOW & SHANGHAI	"SUIYANG" ...	On 27th July, 3 p.m.
AMOY & SHANGHAI	"YINGCHOW" ...	On 28th July, D.L.
SWATOW & BANGKOK	"TEAN ...	On 29th July, 2 p.m.
AMOY, SWATOW & SINGAPORE ...	"KIUNGCHOW" ...	On 29th July, 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"HUICHOW" ...	On 2nd Aug., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU" ...	On 3rd Aug., 2 p.m.
SWATOW & BANGKOK ...	"KAYING" ...	On 5th Aug., 2 p.m.
HOIHOW & SINGAPORE	"CHINHUA" ...	On 7th Aug., 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"CHANGSHA" ...	28th July	2nd August

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails about 30th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE, FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

*S.S. "BRENTA" Sails about 24th July.
S.S. "VENEZIA" Sails about 3rd August.
S.S. "LACONIA" Sails about 19th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

*S.S. "GERANIA" Sails hence 3rd August.
S.S. "ROSANDRA" Sails about 8th August.
*S.S. "BRENTA" Sails about 26th August.
S.S. "VENEZIA" Sails about 8th September.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

Y. K. K.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG, SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" on or about 25th July

For KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" on or about 24th July

For further particulars, please apply to—
Branch Office, No. 37, Bonham Strand West. Tel Central No. 155.
S. MITARAI, AGENT. Top Floor King's Building. Tel Central Nos. 140 & 4457

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Europe via Suez (Letters and papers, London, 26th June, and Parcels, 19th June)	*Mantua*	24th July
Straits	*Sicilia*	24th July
Straits	*Takada*	24th July
Shanghai	*Luangchow* ...	24th July
Australia	*Victoria*	25th July
Shanghai	*Malacca*	25th July
Shanghai	*Suiyang*	26th July
Straits	*Schlesien*	27th July
Straits	*Haruna Maru* ...	28th July
U.S.A., Canada, Japan and Shanghai	*Pres. Jackson* ...	28th July
Manila	*Emp. of Russia* ...	28th July
Japan	*St. Albans*	28th July
Straits	*Fookuang* ...	28th July
Manila	*Pres. Pierce* ...	29th July
Japan and Shanghai	*Hakozaki Maru* ...	29th July
Australia & Manila	*Changsha*	29th July
Australia & Manila	*Eastern*	1st August
U.S.A., Honolulu, Japan and Shanghai	*Pres. Garfield* ...	4th August

OUTWARD MAILS.

For	Per	Date.	
Hoihow, Pakhoi and Haiphong ...	*Cochin China* ...	Thursday, 24th,	8.00 A.M.
*Swatow, Amoy and *Formosa ...	*Chinkiang Maru* ...		8.00 A.M.
Saigon	*Prosper*		12.30 P.M.
Saigon	*Haiching*		1.30 P.M.
Saigon	*Dwarsoongas* ...		2.30 P.M.
Manila	*Emp of Russia* ...		3.30 P.M.
Swatow	*Hydrangea* ...		5.30 P.M.
Shanghai and *Japan	*Montua*		5.00 P.M.
Cebu	*Polyphemus* ...	Friday, 25th,	10.00 A.M.
Shanghai	*Tralus*		10.00 A.M.
Java via Soerabaia	*Tjiloeboe*		10.30 A.M.
Formosa, Shanghai, Japan, Honolulu, & *San Francisco—due San Francisco, 20th Aug.	*Taiyo Maru* ...		Noon
Swatow, Amoy and Foochow ...	*Haifoong*		2.30 P.M.
*Shanghai and *Japan	*Sicilia*		
Shanghai, Japan, Canada, U.S.A. Central and South America, and *EUROPE via VICTORIA, B.C. —due Victoria, B.C., 14th Aug.	*Pres. McKinley* ...	Parcels, 25th, Saturday, 26th, Registration Letters Parcels, 25th, Saturday, 26th, Reg. Letters	5.00 P.M. 8.00 A.M. 8.30 A.M. 5.00 P.M. 9.45 A.M. 10.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 23rd Aug.	*Malwa*		
Manila	*Yuensang*		10.00 A.M.
Shanghai	*Luangchow*		2.00 P.M.
Hoihow and Haiphong	*Mingsang*		5.00 P.M.
Hoihow, and Bangkok	*Chenan*	Sunday, 27th,	8.30 A.M.
Shanghai and Japan	*Haruna Maru* ...	Monday, 28th,	8.30 A.M.
Sandakan, Australia and New Zealand via Thursday Island—due Thursday Island, 11th Aug.	*Victoria*	Parcels ... Registration Letters ...	9.00 A.M. 9.45 A.M. 10.30 A.M.
Straits and Egypt	*Rhexenor*		2.30 P.M.
*Swatow and Bangkok	*Hangsang*		3.30 P.M.
Amoy	*Yingchow*		5.00 P.M.
Amoy	*Kiangchow* ...	Tuesday, 29th,	12.30 P.M.
*Swatow and Bangkok	*Tean*		12.30 P.M.
Swatow Amoy and Foochow ...	*Hai Ning*		4.00 P.M.
Straits, Ceylon, India, Mauritius, E and S. Africa, Egypt and Europe via Marseilles—due Marseilles, 31st Aug.	*Hakozaki Maru* ...	Wednesday, 30th, Registration Letters Parcels ... Registration Letters	8.45 A.M. 9.30 A.M. Noon 1.45 P.M. 2.30 P.M.
Shanghai, *Japan, Honolulu, *U.S.A., *Canada, *Central & *South America and *EUROPE via San Francisco, —due San Francisco, 22nd Aug. ...	*Pres. Pierce* ...		
Straits and Calcutta	*Hoihow*		1.00 P.M.
Straits	*Van Cloon* ...	Thursday, 31st,	11.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

RHEXENOR ...28TH JULY Mars., L'don., Hull, R'dam. & Hamburg
TEIRESIAS ...11TH AUG. Mars., L'don, Rotterdam & Hamburg
PYRRHUS ...18TH AUG. L'don., Rotterdam & Hamburg
ADRASTUS ...25TH AUG. Mars., London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

POLYPHEMUS...25TH JULY Genoa, Havre, Liverpool & Glasgow
IXION ...18TH AUG. Genoa, Marseilles, Liverpool & Glasgow
EURYPYLUS ... 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA)

TALTHYBIUS ... 3RD AUG. Victoria, Seattle & Vancouver
PROTESILAUS...22ND AUG. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA)

TITAN ...31ST JULY Boston, N. York & Baltimore (via Suez)
BELLEROPHON 21ST AUG. Boston & New York (via Suez)
PERSEUS ...11TH SEPT. Boston & New York (via Suez)

PASSENGER SERVICE

SARPEDON ... 5TH AUG. Shanghai
TEIRESIAS ...11TH AUG. Singapore, Marseilles & London
SARPEDON ... 9TH SEPT. Singapore, Marseilles & London
PATROCLUS ...21ST OCT. Singapore, Marseilles & London
MENTOR ...17TH NOV. Singapore, Marseilles & London
HECTOR ...16TH DEC. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE
AGENTS.

19C

COMMERCIAL.

OPENING QUOTATIONS.

July 23rd, 1924.

On London.—	
Telegraphic Transfer ...	2/1⅛
Bank Bills, on demand ...	2/1 11/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/1⅝
Credits, at 4 months' sight ...	2/1⅝
Documentary Bills, 4 months' sight	2/1⅝
On Paris.—	
Bank Bills, on demand ...	1, 1
Credits, 4 months sight ...	1,110
On New York.—	
Bank Bills, on demand ...	52½
Credits, at 30 days' sight ...	54⅛
On Bombay.—	
Telegraphic Transfer ...	165
Bank Bills, on demand...	165
On Calcutta.—	
Telegraphic Transfer ...	
Bank Bills, on demand ...	165
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	nom.
On Yokohama.—On demand	128
On Manila.—On demand	106
On Singapore.—On demand	103½
On Batavia.—On demand ...	139½
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	...
On Bangkok.—On demand ...	77½
Sovereign, Bank's Buying rate	$ 8.17
Gold Leaf, 100 fine, per tael ...	48.80
Bar Silver, per oz.	34 5/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,000,000
Reserve Liability of Proprietors	...$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. | J. A. Plummer, Esq.
A. H. Compton, Esq. | J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. | N. L. Watson, Esq.
A. O. Lang, Esq. | G. M. Young, Esq.

Chief Manager:
A. G. Stephen, Esq.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 5th May, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,0 0
Reserve Fund	£3,900,000
Reserve Liability of Proprietors ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Ormosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tchyen, &c.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:

London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

Hongkong Branch,
4, Des Voeux Road,
Hongkong, 28th June, 1924.

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,233.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

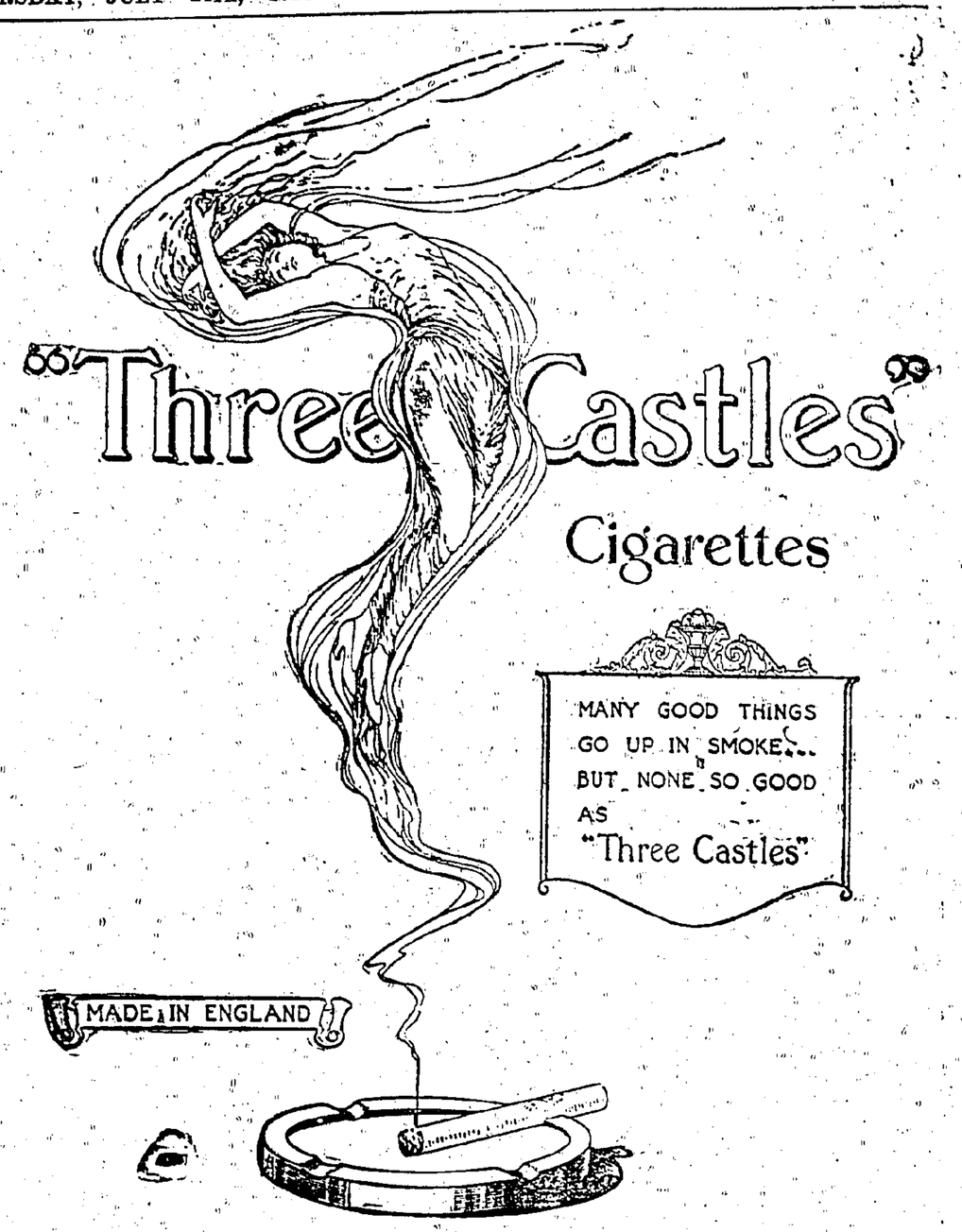
Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32



THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital... ...	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bharu	(Mauritius)
		Rangoon
		Shanghai
		Simla
		Singapore
		Sourabaya

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924 [30

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [84

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
Shanghai—51, Kiangse Road.
Hankow—British Concession.

Correspondents in
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

Prompt Service.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.

T. H. MAI,
1962] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtau
Kai Yuen		Vladivostock

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1905.

Authorized Capital Guilders	150,000,000	(£12,500,000)
Paid-up Capital ... "	80,000,000	(£6,666,670)
Reserve Fund "	19,769,180	(£1,647,430)
Special Reserves ... "	23,860,000	(£1,988,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....	$60,000,000.00
Paid-up Capital	13,275,600.00
Reserve Founds	9,629,425.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [38

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